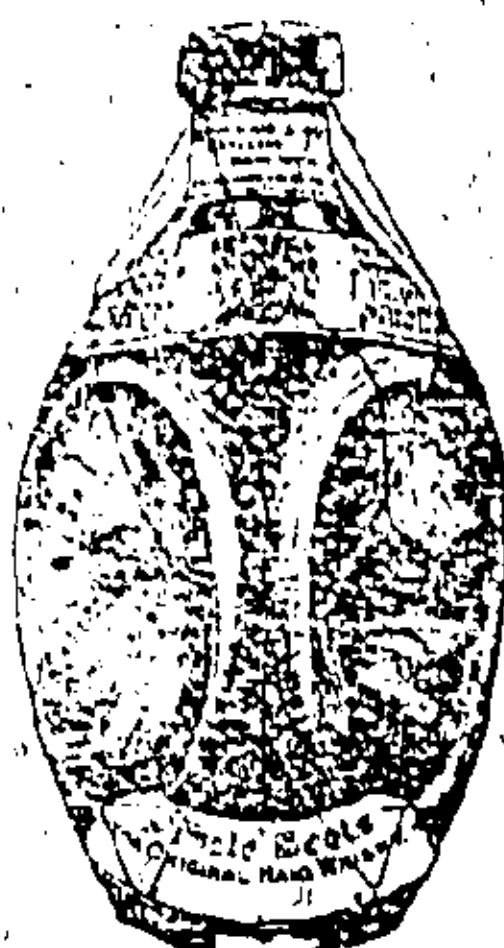
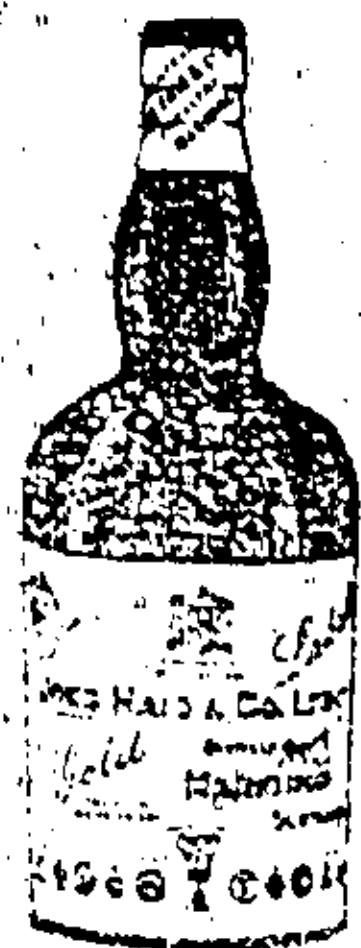


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SCOTTISH LETTER. GLASGOW'S WAR CENOTAPH. THE LESSON OF SACRIFICE.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 24th

The men and women of our generation will carry to the grave in their own hearts the greatest of all memorials to our brave kinsmen who fought and died for us. How can we forget them, who saw their sacrifice? But, that the world may know our reverence and gratitude, and that those who came after us may bear their memory in honour and learn from their example, we set up this Memorial of Stone.

The purpose and significance of the Cenotaph in George Square erected by the people of Glasgow in memory of their fellow-citizens who gave their lives in the war could not be better expressed than in those simple and eloquent words, spoken by Field-Marshal Earl Haig in performing the unveiling ceremony. The cenotaph occupies a central position, in George Square, and stands immediately in front of Glasgow City Chambers. It has been erected to the design of Sir John J. Burnt, A.R.A., R.S.A., is of artistic outline and nature being simplicity. It consists of a small court, the centre of which is occupied by a great slab of granite bearing a palm leaf and the word "Peace." On the east side, and interrupting the surrounding walls, a cenotaph rises to the height of 22 feet, and immediately west of it the Great Stone of Remembrance is placed, with the words carved in front, "Their Name Liveth Evermore." The cenotaph itself is finished in the form of a sarcophagus, the whole work being carried out in granite, highly finished, but without polish. The ceremony was the most impressive that has taken place at the centre of Glasgow's civic life. The simple and beautiful ceremony derived an overwhelming dignity from the tensely reverent behaviour of the vast crowd. It was a spontaneous expression of the profound emotion of all classes of the community. Since its unveiling the cenotaph has seen a continuous stream of people, with hardly a pause even through the night.

EARL HAIG IN GENERAL ASSEMBLY.

One of the most arresting incidents at the recent meeting of the General Assembly of the Church of Scotland was the appearance of Field Marshal Earl Haig as one of the ruling elders in a deputation from the Scottish Presbyterian Churches in England. It was asked what would our great-grandfathers have felt if, six years after Waterloo, the Duke of Wellington had appeared in the General Assembly and made a speech? And there stood the Field-Marshal who led armies to victory compared to which Wellington's were but handfuls, in a black morning coat, speaking quietly of church bazaar realising £2,000—just as if the Somme was the course of his remarks. In fact, he was not going to suggest what the various reasons might be, it was an undoubted fact that Scottish men and women settled in very considerable numbers in England, and especially in London. Their powers of adaptability were great, and to these powers, perhaps, they in no small measure owed their provincial success. In one direction their adaptability had its limits, and that was in religion; and with absence from Scotland, the passionate devotion of the Scotsman to the simpler and nobler forms of his real religion was intensified rather than diminished. Sir William Lano Mitchell, following Earl Haig, added another remarkable speech. "I am an old rotten Tory," confessed Sir William to a delighted audience. The Lord High Commissioner was a Labour member, and they fought against each other like tigers, but they both worked heart and soul for the Church of Scotland Bill in 1921. At this his Grace nodded a genial agreement.

EARL HAIG AND MASONRY.

Earl Haig has been admitted an hon. member of Lodge Canongate Kilwinning, a Lodge with which two other Field Marshals, Lord Roberts and Lord Kitchener were also members.

SOCIALISM'S FIRST HONOURS LIST.

Except that the political element is almost entirely absent, the first list of honours conferred on the recommendation of a Socialist Prime Minister differs little from its predecessors. One of the Birthday Baronets of Mr. Ramsay MacDonald has a piquant local and personal flavour, although the honour is well deserved and would have been conferred by any Prime Minister of any party. It is that of Alexander Grant, head of the firm of McVitie and Price, biscuit bakers, Edinburgh. Some time ago Mr. Grant gave the sum of £100,000 required for the National Library of Scotland, thus enabling the Government to take over the Advocates' Library as an institution available to the people of Scotland. In the development of Forbes and Lossie, mouth he has taken a keen and practical interest, and has frequently gifted large sums on behalf of the Lossiemouth Golf course. And during the Prime Minister's recent visit to Edinburgh he was the guest of Mr. Grant.

The Knights include D. Y. Cameron, the eminent painter and writer, W. Galloway, a native of Paisley, and a former Inspector of Mines, W. L. Sleight, Lord Provost of Edinburgh, who is in the motor and cycle business, John Lindsay, Town Clerk of Glasgow, and Robert Donald, a former Edinburgh journalist, at one time editor of the *Daily Chronicle*, during the war Director at the Ministry of Information, and at present Chairman of the Empire Press Union.

Mrs. Kennedy Fraser, who receives the C.B.E., is a daughter of the late David Kennedy, and took part with the other members of his family in those evenings of Scottish Song and Story which made his name famous throughout the English-speaking world. To the present generation she is known through her valuable

and very extensive research work in the department of folk music, particularly the Songs of the Hebrides.

TANNHILL'S THIRD JUBILEE.

Paisley has just celebrated the 130th anniversary of Robert Tannahill. His fame is not merely local, however, and his songs are much better known than he is himself. "Jessie, the Flower o' Dunblane," "Bonnie Wood o' Craigie," "London's Bonnie Woods and Braes," "The Dusky Glen," "The Brigs o' Bakquithier," "My Dear Helen Laidie," "The Lass o' Arranmore," "The Brigs o' Gleniffer," "Gloomy Winter's Ago Awa!" and many others are in every ear, but how few know that Tannahill was the author of them. Many cultured people when they are told this exclaim, "Oh, dear me, I know these songs well, but I did not know they were written by Tannahill; I have scarcely ever heard of him; I thought they were Burns's." This is the fate of most of our minor Scottish poets; for just as the sun renders all lesser lights invisible, so our National Poet's great brilliancy draws so much attention to himself that the smaller stars are scarcely noticed. To him that hath in abundance more is given, and from them that hath but little even that which they have is taken away. Yet no one was more anxious than Burns himself to make known his less-known brethren.

At Rowantree, Kilmun, on May 31st, Archibald Kerr, late of the China Navigation Co., of Hongkong and Shanghai, from the old course.

Probably the most "human" incident in the Amateur Golf Championship was when Wethered's ball was missing from the tee shot going to the fourth. It was well played and seen to land, but a spectator caught sight of a man hurrying away from the scene of the lie. There was a pursuit, and sure enough the proud "finder" had lifted the ball, believing it to be lost. There was a general laugh, and everyone agreed that he was a flier.

An outstanding character for the caricaturists is Dr. John MacCormack, a thin, wiry Irishman with a terrific punch in his shots. He is a kenspeckle figure in "minus" knickerbockers. Using a particularly long cigarette-holder, he smokes almost incessantly. He tried to move a boulder near the fifth and was mightily relieved to hear that he could pick up and play from two clubs' length distance. Many commissions were extended to Willie Murray, the last of the Scots to go down at the golfing flood, Murray carries with him a fearful legacy from the Great War, and it is a wonder that he can perform so satisfactorily on the links. No fewer than 13 operations were necessary to deal with a severe wound he received in the head; and a man who has undergone such an ordeal and reaches the semi-final of a Championship is something of a hero.

It is surprising how easy the attention can be diverted from the execution of a upset John Caven at an early stage. Another player was put off his stroke by a lady taking her handkerchief out of her bag. The Leuchars aeroplanes have deserted St. Andrews for the week, although they can be seen and heard over Eden.

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ALL SANITARY INSTALLATIONS.MONUMENTALISTS IN ITALIAN MARBLE
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	\$ Cts.	\$ Cts.	\$ Cts.	\$ Cts.
DRESS CIRCLE	.50	.80	.60	1.20
1st CLASS STALLS	.30	.50	.40	.80
2nd CLASS STALLS	.20	.30	.30	.30
BOX (To Seat 6 Persons)	4.80	7.20	6.00	9.00

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ASIATIC BUILDING.

THE FOUNDERS OF NEW YORK

Brussels last month celebrated the centenary of the foundation of New York. We may suspect, says *The Times*, that few people in England and not quite everyone in America knew that Belgium had any maternal interest in the matter. Famous names commemorate the Dutch pioneers of city and State, famous stories make us all familiar with the Dutch coloring in the old life of New York. But what has Belgium to do with the place? In 1624 Belgium was the Spanish Netherlands, and her great port of Antwerp was paralysed by the power of the Dutch Republic, and Belgian activity in colonisation or any other venture overseas was not conspicuous. Yet it is perfectly true that when Cornelius Jacobsen Mey sailed from Holland in the spring of 1624 with the first bold settlers who were to colonise the land about the Hudson river, most of the thirty families on his ship were Walloons. They were sturdy Protestants who had abandoned their homes to escape from the power of the Inquisition in the Spanish territory. The spirit of the wars of religion was still blazing across Europe. The long struggle which engulfed Germany for a hundred years was in its last throes. Most of the Walloons were ardent Catholics. Tilly, the ruthless general of the Empire, and some of the Emperor's best troops were of Walloon blood. But the history of our own country, with its "Walloon congregations" of French-speaking Protestants at Canterbury and Norwich, may remind us that the race was not all of one faith. So the foundation of New York, as of the New England States, may be ascribed to a Protestant or Puritan exodus from Europe. It is, of course, a gross historical error to imagine that America was made by the Pilgrim Fathers. Many of the States, and some of the most powerful, which united in the Declaration of Independence were completely free from and even hostile to the Puritan tradition. But the celebration at Brussels may serve to remind us how many kindred forces of resistance to authority and custom, and insistence on individual freedom were brought into the formation of the United States and the character of the American people. The Walloon colony, indeed, soon passed out of the hands of the Dutch, ceased to be New Netherland, and became New York. In the struggle between Dutch and England in the late seventeenth century it changed hands more than once, but was left at last with English Government and under English law. But the mark of the first settlers long remained, and still is to be traced. How many people in England know that the Bowery preserves the name of the Boweries, or farms, of the colonists from the Netherlands?

SUPER-TAX PAYERS.

The following details are supplied by the Financial Secretary to the Treasury to the latest issue of the Official Reports of Parliamentary Debates with regard to the number of individuals and total incomes assessed for Super-Tax in Great Britain and Northern Ireland for the year of assessment, 1922-23.

INCOME	Not exceeding	Number of individuals	Total Income
£	£	£	£
2,000	2,500	18,756	44,729,621
2,500	3,000	13,917	38,441,951
3,000	4,000	16,477	57,324,386
4,000	5,000	9,256	41,569,582
5,000	6,000	5,910	32,536,487
6,000	7,000	4,009	26,930,465
7,000	8,000	2,783	20,980,719
8,000	10,000	3,658	32,887,979
10,000	15,000	4,216	51,801,250
15,000	20,000	1,758	30,374,503
20,000	25,000	513	12,374,230
25,000	30,000	514	13,987,553
30,000	40,000	567	19,217,036
40,000	50,000	291	12,974,853
50,000	75,000	278	16,565,005
75,000	100,000	127	10,776,203
100,000		137	26,671,371

Totals 84,589 497,741,215
Similar information for 1923-24, it is stated, if not available, but it is not anticipated that the distribution for that year will differ materially from that for 1922-23.
The totals for 1921-22 were 89,602 individuals and £559,563,417, but then the whole of Ireland was included.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême-Orient in their latest report, which is dated June 17th, state:

In consequence of a slight decline of ruling prices and freight rates, some sales in broken rice have been reported lately, but such transactions have had no influence on the market which remains unchanged. The total amount of rice exported from January 1st to June 2nd, 1924, is 641,339 tons against 634,695 in 1923. We quote to-day white Saigon rice No. 2 sifted, Japan quality, Hongkong \$6.75 per picul, Loh. Saigon, for July to August shipment.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated June 16th, say:

During the last fortnight our market has been absolutely quiet, and except very small business with Japan and Europe to fill up vacant spaces of some steamers on berth, practically no transactions are to be reported. Market is, however, steady and prices do not recede at all, paddy being scarce. Market closes firm with very few sellers.

Now Crop.—There has been heavy rain during all the last fortnight, and it is reported that work is now advancing everywhere.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

July 22nd, 1924.

Hongkong and Shanghai	\$1.14 1/2 b.
Banks	\$375 a.
Canton Insurance	\$228 nominal
Union Insurance	\$375 b.
Hongkong Fire Insurance	\$375 b.
British Steamships	\$375 b.
H.K. & M. Steamboats	\$375 b.
"Star" Ferries	\$375 b.
China Sugars	\$257 b.
Langkate (Combined)	Ts. 19 b.
Kowloon Wharves	\$194 b.
Whampoa Docks	\$151 nominal
Shanghai Docks	Ts. 94 nominal
Hongkong Wharves	Ts. 196 b.
New Engineering	Ts. 8.10 b.
Hongkong Hotels	\$17 (old) \$17 (new) b.
Humphreys Estates	\$224 b.
Kwo Cotton Mills	Ts. 11 a.
Cement	\$22 (old) \$24 (new) b.
Hongkong Ropes	\$88 (old) \$94 (new) b.
China Provident	\$154 (old) \$154 (new) b.
Dairy Farms	\$28,274 sa.
Lane Crawford	\$164 b.
Watsons	\$28 a.
Hongkong Electric	\$347 b.
China Lights	\$14 (old) \$9 (new) b.
Hongkong Tram	\$114 (old) \$120 (new) b.
Peak Tramways	\$114 (old) \$120 (new) b.
"Shell" Transport	\$27 b.

b.—buyers; a.—sellers; sa.—sales.

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POPULAR
HOT AND COLD TIFFINS
\$1.00.

HOT-TIFFIN MENU.

SOUP
ENTREE, or JOINT OF POULTRY.
TWO VEGETABLES.
SWEETS or CHEESE.

COLD-TIFFIN MENU.

FISH
ENTREE, or JOINT OF POULTRY.
SALAD or PICKLES.
POTATOES.
SWEETS or CHEESE.



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DR. LECLERC'S PILLS FOR THE LIVER, KIDNEYS, AND BILIOUSNESS
INVALUABLE IN THE TREATMENT OF BILIOUSNESS, COLIC, HEADACHE, INDIGESTION, CONSTIPATION, AND ALL AFFECTIONS OF THE LIVER AND KIDNEYS.
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EVIAN for Kidney and Urinary Troubles.
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VICHY (CELESTIN) for Arthritis-Rheumatism-Diabetes.
VICHY (HOSPITAL) for Indigestion and Stomach Troubles.
CONTREXEVILLE
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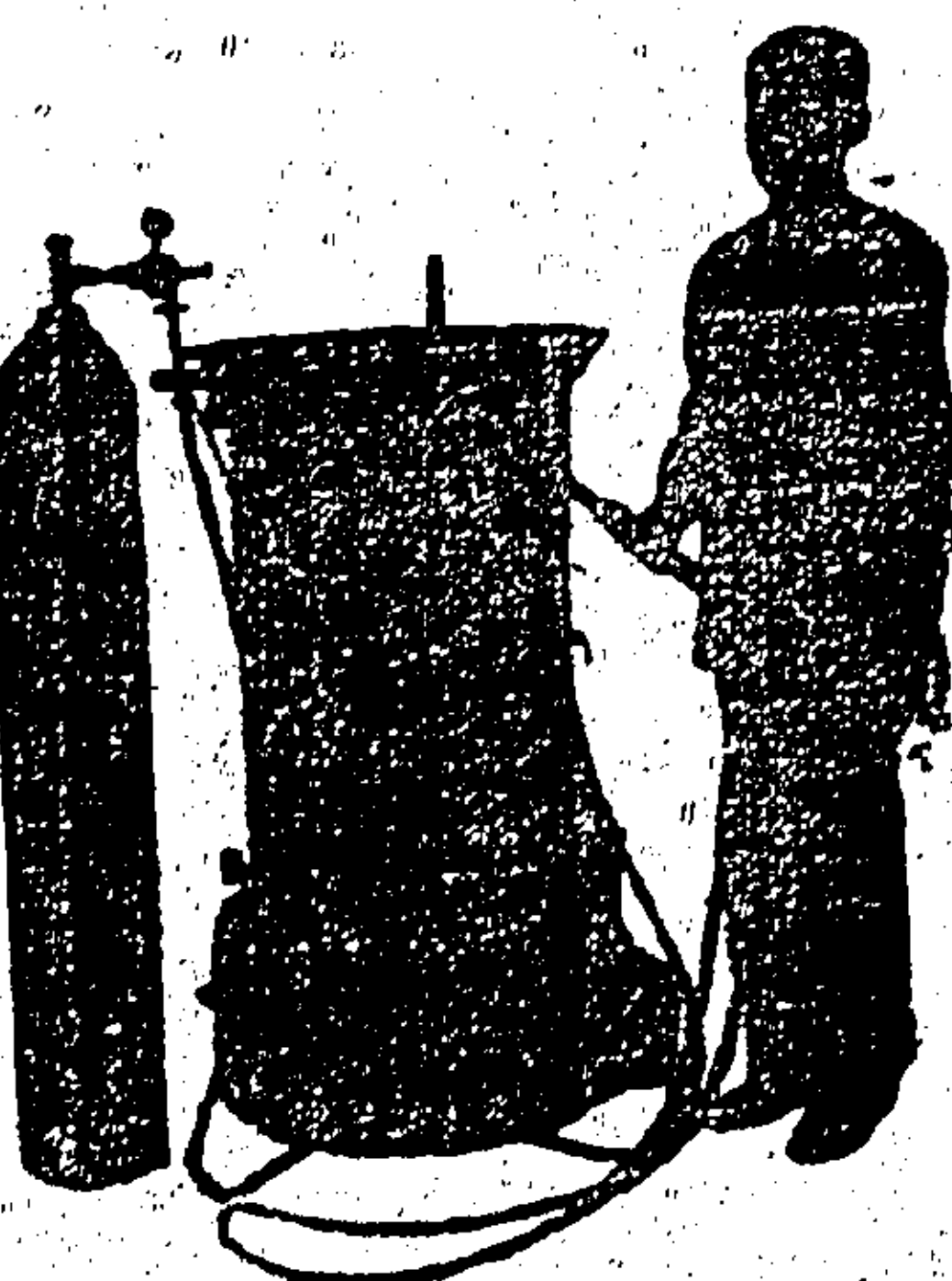
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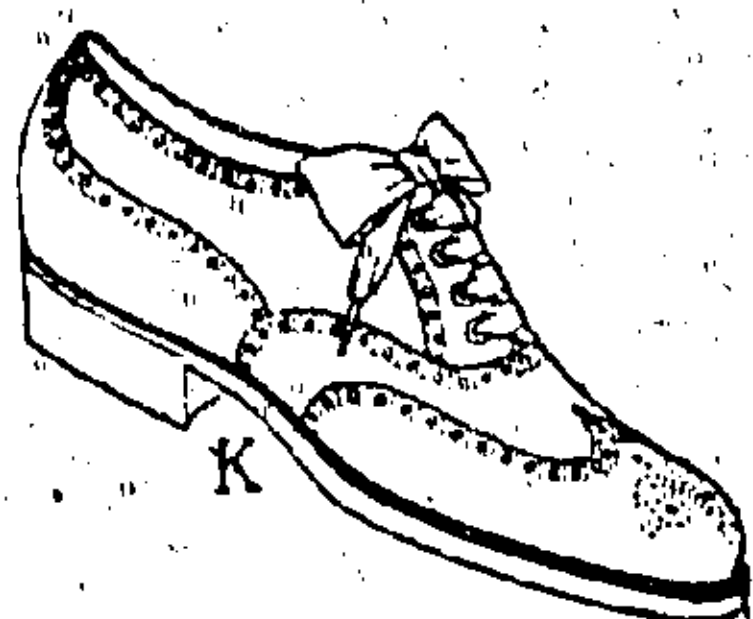


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"K" Walking Shoes in Tan or Black Calf
\$19.50, \$21.00.
"K" Brogue Shoes in Tan Willow Calf
\$22.50, \$25.00.
"K" Lorne Shoes, Tan Calf with Stent double soles
\$26.50.

K Shoes

Shoes, like buildings, need strong foundations. Some shoes look all right in the shop, but directly you put them on they "give" in all directions and look shabby at once.

Every K shoe is built upon the firm foundation of a strong, tough insole. K shoes therefore keep their shape and will stand many re-soles. Next time get K shoes.

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Best Portland Cement

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GENERAL MANAGERS,

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A Select Assortment of

DRAWN WORK LACES

At 20% BELOW ACTUAL COST AT

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THE WING ON CO., LTD.

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BACK from the MARKET SALE

IN FULL SWING.

A Purchasing Trip Abroad has equipped Our Store with the Best and Newest Goods. We are offering them at Bargain Prices.

YEE SANG FAT CO.

CHINA'S FOREIGN TRADE IN 1923.

INCREASE OF OVER Tls. 76,000,000.

BRITAIN EASILY LEADING IN TONNAGE.

REVISED IMPORT TARIFF FAILED TO PRODUCE THE EXPECTED ENHANCED REVENUE.

JAPAN STILL LEADS IN TRADE, DESPITE ROYCOTT.

Mr. J. W. H. Ferguson, Statistical Secretary to the Chinese Maritime Customs, in his review of China's foreign trade in 1923 just published says:—

"Trade is still languishing and many of the economic and political problems bequeathed us by the War remain unsolved. General confidence in the future, so necessary as a preliminary step to successful trading, is still lacking. The European situation is far from settled, and this fact cannot but exercise a baneful influence on the state of all markets. The instability of the foreign exchanges continued to introduce an additional element of risk in international trade transactions, while an onrush of depreciation threatened to destroy the purchasing power of the currency unit in several countries. But in spite of the fact that the year 1923 revealed few hopeful signs, the outlook generally for 1924 is not regarded as quite unfavourable. Bountiful harvests in various parts of the world should have a steadying effect, and meanwhile it may be taken for granted that the best brains in the commercial and banking world are combining in an endeavour to clear a way out of the present difficulties."

TLS. 76,000,000 TRADE INCREASE.

In spite of the still unsettled state of the country, the foreign trade of China, in 1923 was valued at Hk. Tls. 1,676,320,203, which represents an increase of Hk. Tls. 76,378,720 over the preceding year's total. The revenue collected by the Maritime Customs offices also exceeded the 1922 total; the increment in this case being Hk. Tls. 4,370,001. The value of imports declined by about 22 million taels, but exports increased by nearly 100 million taels. These figures speak for themselves. They prove abundantly that, notwithstanding all appearances to the contrary, China's trade is still forging ahead and that the export trade has done well, even though adverse circumstances discomfited the import trade. Trade in general was comparatively dull during the greater part of the year. Prices in all markets fluctuated considerably, and the dominating tone in business was caution in everything.

THE PRINCIPAL PORTS.

The report then gives some brief notes on each of the ports, from which the following are selected:—

While the export trade at Tientsin was carried on under favourable conditions, more especially during the latter part of the year, the same cannot be said of imports. Piece goods still suffered from the 1922 difficulties. High prices at producing centres prevailed throughout the year, while the earthquake in Japan, which is reported to have destroyed some 25 per cent. of that country's spindles, added to the uncertainty of the situation. An important feature of the export trade in the cotton market at the beginning of the last quarter of the year and which persisted throughout the remainder of the year under review. The situation assumed a serious aspect when it became known that the Chinese commission agents were endeavouring to evade their obligations by the repudiation of forward contracts for the supply of cotton entered into with foreign exporters. Their object in doing so will be clear when it is mentioned that previous to the gathering of the 1923 cotton crop some 400,000 piculs had been contracted to be delivered in September, at the average price of about Tls. 25 per picul. Owing to a sudden demand from Japan, prices rose unexpectedly to the record height of Tls. 42 in October. It became accordingly more profitable to dispose of the cotton at spot prices to buyers other than those who had originally contracted for delivery of the goods, and a general attempt on the part of the Chinese dealers to withdraw from their obligations was the result. Shipping reached the record figure of 3,555 million tons, the British flag leading with 1,222 million tons against a Japanese tonnage of 1,200 million. The Chinese and German flags both advanced. A remarkable increase in the importation into Tientsin of foreign flour and wheat calls for special notice. Import of cigarettes also gained ground, but sugar, electrical materials, and dyes declined. Among exports, the continued increase in the number and value of carpets and rugs exported from North China to America is of interest. Furs and skins also did well as compared with the previous year.

Civil war, which prevailed almost continuously throughout the year, greatly hampered the development of trade in the Chungking district. Trade became well-nigh impossible, as the transport of merchandise was constantly interfered with. It is not to be wondered at, therefore, that the importation of foreign goods showed substantial decreases. The exception was kerosene oil, which registered an important advance over the previous year's figure. The export trade did not fare badly. Bristles were satisfactory, with firm prices; sugar and wood oil also did well.

At Wansien the year opened well, but renewal of military activities and the placing of the district under martial law soon created a feeling of insecurity, which did not fail to react on the local markets, resulting in the usual tightness of money and soaring of prices to prohibitive heights. It is satisfactory to be able to state that wood oil, which is Wansien's staple article of export, had a fair season. A keen demand from Hankow supported prices, and but for the unstable local conditions exports would have shown still better results. Wood oil shipments in bulk increased and would seem to indicate the trend which these shipments will take in the future. It is noticed that the despatching of merchandise through the Post Office, by parcel post is on the increase, no doubt because of the greater security afforded, silk and valuable medicines exported and piece goods imported making use in particular of this mode of transportation. Keen competition in shipping resulted in lowering of freight rates.

Ichang also reports obstruction by the warring factions of the free navigation of the Upper Yangtze. The value of the trade on 1923 fell off as compared with the previous year, mostly accounted for under imports.

Peace and tranquillity are reported from Shashi. The Customs revenue collected at this port showed an appreciable advance over the year 1922. The boycott of Japanese goods, which was energetically pressed in July, began to abate in August and completely did away shortly after. A bumper cotton crop combined with high prices stimulated exports. Beans, wood oil, and silk registered increases, but the market for nutgalls and walnuts was weak.

The import trade at Hankow declined persistently during the year. The explanation is found chiefly in the interruption of river communication between Hankow and the interior, due to civil strife, while the handling of duties was lessened by the different districts round Hankow, and the anti-Japanese boycott until stopped towards September added their quota in depressing the import trade. Exports, however, were able to maintain a steady improvement. Owing to slow arrivals from the interior and an insistent demand from America, prices for wood oil were forced up to an unusual level, reaching in April the extreme figure of Tls. 28 per picul, although at this point only a small quantity changed hands. Before the War prices ranged between Tls. 8 and Tls. 12. The quantity of wood oil exported during 1923 did not vary greatly from the figures of the preceding year.

The year was free from political disturbances and military operations for the port of Kiukiang. A beautiful rice crop brought prosperity to the Kiangsu province. The embargo on the export of rice was raised in July, but it was not until late in the year that prices justified export on a large scale. In spite of heavy taxation in the interior of all native produce, which seriously handicapped its transportation, trade was brisk and showed satisfactory results; profits were not large, it is true, but neither were there any bankruptcies to be reported. The net value of the trade passing through the Maritime Customs amounted to 63 million taels, which is some 17 millions in excess of the previous year's total.

SHANGHAI AN UNSAFE CRITERION.

It need hardly be mentioned here that Shanghai, owing to its position as the premier port of the Far East and the principal trade centre where all commercial activities finally converge, and in most cases are financed from, is, of course, subject to a greater degree than the other treaty ports in China to the direct influence of the economic factors and causes which either hinder or promote the development of the world's trade. Disturbances at the producing or consuming centres in Europe, America, or elsewhere so affect Shanghai both in its imports and exports. On the other hand, disquieting conditions, which upset supply and demand at the treaty ports in the interior and which forthwith are reflected in the Customs statistics of merchandise handled locally, are not in the same degree apparent at Shanghai, which, as the great entrepot for goods imported from abroad and exported from China, may have orders and contracts extending over several months, or even years, in the fulfilment of which imports may continue to arrive and staple exports already stored locally continue to leave the country irrespective of conditions actually obtaining at the points of eventual consumption or original supply. These circumstances tend to make trade conditions at Shanghai an unsafe criterion for judging the prosperity of the country in general. It stands to reason, however, that in the long run all occurrences which are detrimental or propitious to the country at large will without fail react on the commercial situation at this important treaty port.

The revenue collected in 1923 amounted to 23.9 million Haikwan taels, as compared with 21.9 millions in 1922, the former figure being almost 18 per cent. of the total collection of the Maritime Customs for that year. Import duties advanced by some 1.4 million taels, reaching 10 million taels, assisted by the new Import Tariff, which was enforced from January 17th, 1923. Export duties increased from 4.1 to 4.5 million taels, and coast trade duties and tonnage also showed some improvement. Shipping prospered.

The number of steamers entered and cleared rose from 15,600 in 1922 to 16,287 in the year under review, with a total tonnage of 27,218,848 and 29,694,250 tons respectively. The five Powers registering the highest tonnage at Shanghai in 1923 were Great Britain (10,704,620), Japan (7,667,714), China (3,644,290), America (3,191,202), and France (794,978), the Netherlands being the next nation on the list, with 380,797 tons. These figures do not include sailing vessels entered and cleared, which in 1923 numbered 6,389, aggregating 310,948 tons.

As regards foreign goods imported, we may note that the piece goods trade for the year 1923 is reported to have been somewhat better than the past two years. The value of cotton goods imported from abroad was 70.9 million Haikwan taels, as against 69.6 millions in the preceding year. Raw cotton imported fell from 1.55 million piculs in 1922 to 1.37 millions in the following year, although the total value increased from 36.3 to 43.8 million taels. Cigarettes and kerosene oil advanced, while sugar fell off from 2.92 to 2.01 million piculs. Machinery, it is to be regretted, registered a serious decline from 20.3 million taels in 1922 to 14.1 millions in 1923. Amongst exports of Chinese produce, silk, tea, raw cotton, and sea-mum seed all registered important increases, tea rising from 382,821 piculs in 1922 to 546,461 piculs in 1923, and raw cotton from 279,264 to 452,877 piculs. The export of wood oil and egg albumen and here shirtings, cement, matches, soda, and bricks and tiles should be mentioned as having been imported into Shanghai from other Chinese ports in enhanced quantities during the year under review.

FOOCHOW, AMOY AND CANTON.

At Foochow the political situation adversely affected trade conditions and rendered merchants cautious in their trade policy. The Japanese boycott assumed an acute form towards the middle of the year.

Trade conditions at Amoy proved satisfactory for the first three months of the year, despite the disturbed political situation. The import trade, especially with foreign countries, was brisk, there being a notable improvement in the importation figures of cotton and woollen piece goods. The boycott of Japanese goods was declared at Amoy on April 6th and was carried out with great vigour until cancelled towards the end of the year. The importation of Japanese goods having been ceased as a result of the boycott, British-made articles and the products of Chinese factories supplied the deficiency. Foreign candles and cement suffered in a marked degree from competition with similar Chinese goods, but substantial increases were recorded in manures, kerosene oil, and sugar—white, refined, and candy.

For Canton and district the year 1923 was a trying and difficult one. Troops from Yunnan and Kwangsi took possession of Canton in the early part of the year. Throughout all the ensuing vicissitudes of the 1923 campaigns the position was that Dr. Sun Yat-sen was able to hold Canton against his opponents. It is easily understood that military movements of the kind which took place in this part of the province throughout the year could not fail to hamper trade and to restrict commercial transactions to a minimum. The situation was much aggravated by the general lawlessness which prevailed, resulting in wholesale robbery and piracy. All this was the cause of uncertainty and of serious losses to legitimate trade, often followed by suspension of business. The revenue collected by the Canton Maritime Customs during 1923 amounted to Hk. Tls. 3,842,224, which represents a net increase of over Hk. Tls. 577,000 as compared with the previous year. Causes contributing to this satisfactory result were, firstly, the successful operation of the Revised Import Tariff, some Hk. Tls. 400,000 of the above-mentioned excess falling under the heading of import duties. Export and coast trade duties are also ahead of previous years' figures. These gains are explained by the marked tendency of Chinese cargo to be sent by steamers instead of by native conveyances in the hope of escaping the various dangers and exactions which beset local trade routes as a result of the disordered state of affairs. Shipping shows an increase in tonnage of over 30 per cent., accompanied by a decrease in the number of ships. Unfortunately, this higher total does not denote increased prosperity, as many of the coasting steamers bring cargo under charter and depart empty.

THE REVISED IMPORT TARIFF.

One of the not interesting sections is that dealing with Customs Revenue. As much was expected in some quarters from the Revised Import Tariff, which came into force on January 17th, 1923, it is of interest to examine what the effect was of this measure on the total revenue collected by the Maritime Customs offices during the year 1923. It may be recalled that the object of this revision was to make these duties equivalent to an effective 5 per cent. *ad valorem*, and a rich revenue harvest was confidently looked forward to by some. What now were the actual results achieved? The total revenue for 1923 amounted to Hk. Tls. 63,804,291. If the famine relief surtax which was collected during 1921 and 1922 is eliminated, this figure represents an increase of Hk. Tls. 4,870,001 over 1922 and exceeds the 1921 total by Hk. Tls. 9,041,007. To this increase of Hk. Tls. 4,870,001, import duties contributed Hk.

Tls. 2,582,114. In our report on the foreign trade of China for 1922 it was estimated that the revision of the Import Tariff would benefit China to the extent of some 8 million Haikwan taels. The actual advance in revenue collection derived from import duties, not quite 2.6 million taels, therefore falls far short of expectations. And this comparatively meagre result, notwithstanding the introduction of the increased tariff, is aggravated by the fall in the sterling exchange, which, of course, means that China requires more silver taels to meet her gold liabilities abroad. Reduced to sterling at the average rate of exchange of 3s. 3d., the 1923 total Customs revenue under all heads of collection comes to £11,047,004, which is only £23,172 more than the sum collected in 1922.

It is manifest from the preceding remarks that the Revised Import Tariff has not brought to China the enhanced revenue hoped for. In order to illustrate the importance, which the Maritime Customs collection has on this country's ability to meet the foreign obligations charged thereon, a chart has been prepared showing clearly for the period 1912 to 1923 inclusive the relation between (a) the combined Maritime and Native Customs gross revenue (excluding famine relief surtax), (b) the combined Maritime and Native Customs net revenue, i.e., revenue available for loan and indemnity service, and (c) the amounts paid from combined Maritime and Native Customs net revenue for loan and indemnity obligations charged thereon. The explanations accompanying the chart show how the different curves have been calculated, and as both Haikwan taels and the sterling equivalents are given, the influence exercised by the exchange rates on China's ability to meet her foreign liabilities at once becomes apparent.

There are several factors which have contributed to bring about the disappointing results exhibited by the 1923 revenue collection. The depression in trade generally is still world-wide and has impeded and retarded the eagerly looked-for recovery; the grave disorders and resulting unrest and insecurity which prevail throughout China, as the natural concomitant of factional strife and civil war, are not conducive to a healthy expansion of trade; the boycott of Japanese goods, which was actively maintained during the first part of the year, and the earthquake disaster in Japan have all helped to stifle the progress of the nation's commerce.

As regards the collection at the individual ports, we note that Shanghai contributed 37.64 per cent. of the total revenue, as compared with 36.94 per cent. in the preceding year. Tientsin, Dairen, and Hankow all registered decreases, the collection at these important treaty ports aggregating 28.31 per cent. which is about 2 per cent. less than in 1922. Canton rose from 5.34 per cent. in 1922 to 6.05 per cent. during the year under review, which is explained by the fact that merchandise hitherto carried by native junks, which do not come under the control of the Maritime Customs, is increasingly being forwarded by steamer, owing to the disturbed state of the Canton delta, and is thus brought under the cognizance of the Customs. Although, as shown above, the sanguine hopes entertained at the time when the Revised Import Tariff was put into force were not realized, it now appears that the revision was both timely and necessary. Indeed, without the increased schedule the 1923 receipts doubtless would have been considerably below the preceding year's total.

FOREIGN TRADE.

The total foreign trade of China in merchandise (*i.e.*, treasure excluded) in 1923 was valued at Hk. Tls. 1,676,320,203, which in Hk. Tls. 76,378,720 in excess of the preceding year's total. It is satisfactory to be able to point to this steady advance, which proves once more the remarkable resiliency of China's foreign trade in the face of advance circumstances, economic as well as political. This augmentation of the figures of 1923 over 1922 follows an increase of 10 per cent. over 1921 or 52.6 million taels, which in 1921 the 1920 totals were exceeded by 503.5 millions. The total value of net imports, *i.e.*, gross imports less re-exports of foreign produce to foreign countries, amounted to Hk. Tls. 923,402,887, and the aggregate value of exports of Chinese produce abroad totalled Hk. Tls. 750,917,416. This result of the year's foreign trading has reduced China's adverse balance of trade in 1923 to 170 million taels, which may be compared with an unfavourable balance of 280 million taels in 1922 and 365 millions in 1921. As China's trade account closes with a debit balance year after year, it is worthy of notice that the situation has been improving during the last few years, although it is doubtful whether the year 1919—when, owing to the War, exports from China were greatly stimulated and imports from abroad very much restricted, resulting in an excess of imports over exports of some 16 million taels only—will ever be equalled again.

The direction of China's foreign trade in thousands of Haikwan taels (1000 omitted) is shown in the following table:

	1923.	1922.
Hongkong	248,083	175,796
Macao	6,230	2,959
Singapore, Straits, etc.	9,214	47,923
Dutch India	13,090	6,085
British India	55,241	12,229
Great Britain	120,307	43,207
Germany	32,456	11,016
Netherlands	3,693	8,511
Belgium	10,870	2,758
France	7,543	29,578
Italy	3,735	9,468
Russia and Siberia	10,505	24,692
Korea	11,835	20,581
Japan (incl. Formosa)	211,024	106,517
Canada	10,527	2,001
U.S.A. (incl. Hawaii)	154,449	126,804
Other countries	39,379	27,684
Total	613,651	752,917
Less re-exports to foreign countries	25,221	—
Net total	588,430	752,917

CORRESPONDENCE
MILITARY REGULATIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—The correspondence in the *Daily Press* arising out of the "shirt and singlet" incident has developed on sound lines. But the last contributor, "Fairway," in an otherwise concise and readable effort, fails, I think, to put one of his points as clearly as it should be put.

He states:—"If, however, the writer is in agreement with my definition of Red Tape, I would add that a too rigid interpretation of Law and Custom is a fault found at all times and in all places. To say that it was not prevalent during the Great War is to ignore the fact that after 1915 *esprit de corps* was so lacking in Regular Battalions that they were often not chosen as storm troops."

Regular Battalions were not chosen as storm troops after 1915, for the simple reason that, after 1915, there were no Regular Battalions in the sense which "Fairway" attempts to advance in his argument.

Of course, there is the possibility that "Fairway" is exercising a grim if questionable sense of humour in attributing the absence of Regular Battalions in "storming" operations after 1915 to their lack of *esprit de corps*.

July 7th, 1924.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—I read with much pleasure the interesting letter from "Fairway" in your issue of to-day's date. Please allow me to thank him for it through the medium of your hospitable columns.

It was particularly interesting to me by reason of two statements made by him:—

1. "I would remind him that since the War, changes have been being made, in view of the march of democracy."

2. "But the lessons of the War are being learnt and Red Tape is passing from the Army."

I am more than delighted to hear it and I thank "Fairway" for this welcome assurance.

I pray Heaven it may continue. I say without fear of contradiction, and without anything but admiration for the later Armies, that the old original British Army which went to France in August, 1914, was the finest body of men and the finest army of its size, as regards personnel, that ever represented Britain or any other country. The N.C.O.'s, particularly, were absolutely magnificent, and it is a pity that a fighting force like this, or any that we may now produce, should have its wheels clogged by that scourge "Red Tape." But now to answer "Fairway's" questions.

He asks whether before using the expression "Smash the Red Tape God to pieces," I had made such enquiries into the series of events which led up to the "shirt and singlet incident," as to convince me that the Court Martial was a piece of Red Tape.

My answer is that I was not in a position, as a civilian, to institute exhaustive enquiries behind the scenes. Had I done so, I should probably have been caught and shot as a spy, possibly by some early bird of a corporal trying on his maternal shirt. And then, Sir, think of the unholy joy of a B.S.M. as he gave the stentorian and awful command "Fire" (provided he could have obtained permission from the O.C. firing party to do so) on the Murray Parade Ground at dawn.

B.S.M. accused me of not knowing my subject. He will admit that in this latter event, I should become an expert on perforation and that what I didn't know about it then wouldn't feed a canary.

I do not quite agree with "Fairway's" definition of Red Tape and I certainly never meant it to imply a sweeping indictment of the "Whole body of Military Law." Nor would I call it "a too rigid interpretation of Military Law and Custom." Rather, if a phrase is wanted would I define what I meant by it as "a too cast iron adherence to the letter of Regulations."

(Continued on next column.)

TALE OF RANSOM.
STORY OF BRIGANDAGE IN NEW TERRITORIES.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, Kwok Muk was charged on remand with having, with others not in custody, armed with revolvers, robbed Cheng Ping of \$104 in Chinese currency, \$45 in Hongkong currency, clothing to the value of \$120, and one musket and powder and shot for the same, the whole of the value of \$267, in August 1923.

He was further charged with having on the same day taken away by force and detained Cheng Ping for ransom at Yung Long Wan village.

At a previous hearing, the complainant described how he went to Yung Hong Wan to take charge of his brother's shop, a salt business. He told how defendant came in and asked for a pot of Government opium, double size. Defendant put money on the counter, and as witness stretched out his hand to pick it up, defendant grabbed him by the wrist, and fired several shots into the air close to witness' head, terrifying him.

Meanwhile, two other men were tying up the foki, and another was searching the shop. Witness was forced to show where the firm's money was kept, and the men took it, together with all the clothing in the place, and one musket, powder, and shot. The witness went on to relate how he was dragged on board a junk, and taken to a place near To Kok, in Tung Kuni, where he was kept in confinement for about three months. During this time, he was forced to write numerous letters to his brother asking for money for his ransom. Witness was finally released on payment of \$180 in cash, which was paid to A Ngai, one of the original four rappers.

Witness got back to Hongkong on December 4th last, and at once made report to the police.

At yesterday's hearing, Sz To Kai, the foki, gave evidence corroborating the complainant's story of the robbery, and defendant was again remanded until tomorrow.

Let me also tell "Fairway" that I am not the sort of iconoclast who wishes to sweep away the "Code which has taken hundreds of years to build up" and on which the British Army has been modelled and built up. I never intended to say this; nor did I say so.

Let me remind "Fairway" that my original "strafe" was against having our daily papers' leading columns filled with such twaddle as the sartorial troubles of Corporal Hockham. "Wife of B.S.M." tried to turn it into a dissertation on discipline and "Fairway" now apparently wishes for a more or less technical discussion on Military procedure.

But to illustrate what I mean by a typical instance of Red Tape, let me give the following, which occurred not once but hundreds of times in the War. An officer arrives home on 4 or 5 days' leave from the Front after probably 9 months of something as near Hell as we pleasant little mortals can make it. He naturally makes up his mind that he is going to have a good time before he has to return.

A wretched satellite of the Provost Marshal's, a gentleman who has never been across the water and never heard a shot fired in anger, comes up to him, as he is walking down Regent Street with his wife and severely ticks him off for wearing shoes with slacks instead of boots. The honour, nay the very existence of England is at stake, and these men have thrown themselves into the breach to save it, but England cannot be saved unless her officers wear boots and not shoes with slacks—in Regent Street.

The wretched man is hauled off to the P.M.'s office where he and his wife waste hours of their precious leave, and the little maggot of discontent and exasperation eats just a little further into the beautiful fruit of patriotism. And that is where the harm is done.

I could quote endless instances of this kind of thing, widely diversified, if I could remember them and if this kind of thing I want to see "smashed" and sweet commonsense take its place in the British Army; and I say again that the epoch-making incident of Corporal Hockham and his shirt could have been dealt with, without making an expensive Court-martial affair out of it.—Yours, etc.,

"MIRABLE DICU!"

Hongkong, July 7th, 1924.

SHIPPING COMPANIES
AT LAW.
JUDGMENT RESERVED.

The hearing of the case in which the Lai Hing S.S. Co., as owners of the s.s. "Apocry," are suing the Indo-China S.N. Co., Ltd., as owners of the s.s. "Tai Sang" for damages arising out of a collision in the Canton river, was concluded yesterday morning, in the Supreme Court, before his Lordship, the acting Chief Justice (Mr. H. H. J. Gompertz).

Mr. Eldon Potter, K.C., appeared for the plaintiff Company, and the Hon. Mr. C. G. Alabaster, K.C., represented the defendants.

Mr. Potter addressed the Court during the morning and remarked that Captain Grant, of the s.s. "Tai Sang," had said that his vessel was a mile ahead of the s.s. "Apocry" at 10 o'clock on the morning of the collision and that the s.s. "Apocry" at 10 o'clock on the morning of the collision and that the s.s. "Apocry" came up to within four lengths of the "Tai Sang" when the latter's steering chain broke. This meant that the "Apocry" gained 1,600 yards. This figure did not agree with the document prepared for the defence by Captain Kennedy, Assistant Marine Superintendent of the defendant Company, which showed that the "Apocry" only gained 480 yards over the distance. It was therefore obvious that Captain Grant was mistaken in his figures.

Counsel considered that the case for the "Apocry" was far more probable. This was that the "Apocry" was a mile and a half ahead of the "Tai Sang," which being the faster ship gradually overhauled the "Apocry" until ultimately she was three lengths ahead. The defence had pleaded that the accident was inevitable. Dealing with this contention—the inevitable accident—Counsel quoted many cases in which it was made clear that the onus was on the defence to prove that they could have done nothing other than they did do, which would have made the collision less probable.

Counsel submitted that the "Tai Sang" should have stopped her engines and proceeded on her course, as far as possible. Captain Grant had the option of doing two things and of these he did the wrong one. His Lordship had to ask himself would the accident have been rendered less likely if Captain Grant had adopted other measures and he submitted that if the master had adopted the measure he suggested—stopped his engines and let the vessel proceed on her course as far as possible—the accident would have been impossible; whereas by going astern he adopted a measure which made the collision certain.

His Lordship reserved judgment.

LEFT WITHOUT NOTICE.
KOWLOON HOUSE-BOY SMARTLY FINED.

Mrs. Cooper, of Nathan Road, Kowloon, appeared at the Kowloon Magistracy yesterday, in support of a charge brought by her against Cheung Siu, a coolie boy, for leaving her service without giving notice.

The defendant pleaded that he told his mistress that he was going away on the following day, and provided a substitute, but Mrs. Cooper would not accept him.

The Magistrate (Mr. E. W. Hamilton): How are you paid? Monthly?—Yes.

The Magistrate: Then you are bound to give a month's notice. Whether you supply a substitute or not has nothing to do with it.

In reply to His Worship, defendant said that he was paid \$10 a month without food.

Mrs. Cooper: He is only a "make loan" boy. That was the amount he asked for, and that was what I paid him. He has absented himself before, but came and asked to be taken back.

His Worship ordered the boy to pay a fine of \$15, or go to prison for three weeks.

COMPANY MEETING.
MESSRS. A. S. WATSON AND CO., LTD.

An extraordinary general meeting of Messrs. A. S. Watson & Co., Ltd., was held yesterday morning at the Hongkong Hotel for the purpose of confirming five special resolutions passed at an extraordinary general meeting of the Company on June 21st, authorising the capital of the Company to be increased from \$600,000 to \$1,500,000.

The meeting was presided over by Mr. D. E. Clarke, others present were: Mr. J. Scott Harston (Director), Mr. J. A. Tarrant (Secretary), and the following shareholders:—Messrs. D. Wilson, W. Morley, L. S. Greenhill, F. W. Stapleton, J. M. Wong and J. D. Humphreys.

The Chairman said:—Gentlemen.—This meeting has been called to confirm, if thought fit, the resolutions which the Secretary has just read, and which were passed at the extraordinary general meeting held here on 21st June last. I do not think any further remarks from me are necessary, so I now formally beg to propose that these five resolutions be confirmed. I shall be pleased to answer any questions shareholders may like to ask.

Mr. GREENHILL seconded the proposition, which was carried unanimously.

This concluded the business before the meeting.

EUROPEAN'S HOUSE
BURGLED.

TAIKOO MAN'S LOSS.

Mr. Michael O'Brien's house at No. 3, Taikoo Terrace, was entered on Sunday night by a burglar, who broke open a drawer in the dining room and escaped with money and jewellery to the value of \$650.

Mr. O'Brien has stated to the police that the thief entered the house between 10 and 11 p.m. From the drawer the man extracted five \$100 notes and a gold wristlet watch, which is valued at \$150. It was a present made to Mr. O'Brien by the staff of the Taikoo Sugar Refinery Company.

SALE OF CROWN LAND.

Two lots of Crown land were sold for upset prices at yesterday afternoon's auction. One was a large area of 21,080 square feet adjoining the new hundred foot road, Mong Kok Tsui. The upset price was \$84,320, at which figure it was sold to a Chinese. The price works out at \$4 per square foot, which is a good figure for land in Mong Kok Tsui. One of the conditions of sale was that the purchaser should fill in and lay out the land and on completion return a large portion of it to the Government free of cost for the purpose of road construction. The other lot, situated near Ho Mun Tin has an area of 1950 square feet. This land was sold for the upset price, \$2,975.

TYPHOON WARNING.

Yesterday morning at 11 o'clock a typhoon warning was posted at the Harbour Office. The position of the typhoon was shown as Lat. 21(N.) and Long. 125(E.), which is about 350 miles direct East of Hongkong, between Formosa and Luzon. The direction and radius of the typhoon were unknown.

News of the death of Mrs. Whitmore (née Lorna Way) at Tongshan Hospital, recently, was received with dismay by the Tientsin community, among whom she has spent her life, and made so many friends (says the *P. and T. Times*). Mrs. Whitmore spent nearly all her girlhood and her short married life in Tientsin, and, like her sisters, took a very active part in the social life of the port. She took a prominent part in A.D.C. and other entertainments, and was one of the most popular women in North China. She was married, on February, 18th, 1922, to Mr. Rupert Alexander Whitmore, son of the late Rev. T. H. Whitmore, of Whitechurch. News of her death, and of the peculiarly painful circumstances under which it occurred, will come as a great shock to her husband's and her family's many friends throughout the Far East.

HOUSEHOLD JAMS.

DELICIOUS AUSTRALIAN JAM

AT SPECIAL PRICES.

STRAWBERRY	per 12 oz. tin	.45
APRICOT	" "	.35
PLUM	" "	.30
APRICOT	5 lb. "	1.70
PLUM	" "	1.50

LANE, CRAWFORD, LTD.

EST. 1850.

TEL. 4567.

HOUBIGANT'S
QUELQUES FLEURS PERFUME
AND
CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—
place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

NEW ENGLISH RECORDS

LENER (STRING) QUARTET
1154 QUARTET IN F—Adagio molto e mesto (Beethoven—Op. 59, No. 1)
QUARTET IN B FLAT—Allegro assai (Mozart)

THE CHERNIAVSKY TRIO (Violin, Cello and Piano)
3400 ROMANCE (D. Zwickel)
(AIMANT LE ROSE LE ROSSIGNOL (The Rose Enslaved—the Nightingale—Eastern Romance)

LEO STROCKOFF (Violin)
3414 VALSE BLUETTE (R. Daisio)
(LA CHASSE CAPRICE (Carter-Kreisler)

NEW-PROCESS NO SCRATCH

ANDERSON'S.

Powell Ltd.
Telephone C. 3146.

NEW STOCK OF
Gentlemen's
**HOLEPROOF
HOSIERY**
Just Unpacked.

There are many Smart Colourings in Grey, Brown, Navy, Tan also Black and White.

**HOLEPROOF HOSIERY IS UNEQUALLED FOR
DURABILITY AND SMART APPEARANCE.
TIES TO MATCH.**

NEW ADVERTISEMENTS

THE HONGKONG JOCKEY CLUB.
MEMBERS are hereby notified that the Lists for Next Season's Subscription will be closed on the 31st JULY. [1924]

NOTICE OF REMOVAL.

WE HAVE REMOVED our Hongkong Store to our Kowloon Branch, No. 84, NATHAN ROAD.
Customers are kindly requested to continue to make their requirements at our New Address where Accounts will also be received and Paid.
CASSUM AHMED & CO.
Hongkong, 7th July, 1924. [1924]

NOTICE.

WE beg to give Notice that TWO LEATHER TRUNKS, one of which is a W. LOFTUS, Hongkong, and the other a J. W. LOFTUS, Hongkong, which have been lying in Storage since the 15th November, 1923, will be SOLD by Public Auction to defray Expenses if same are not claimed and All Expenses Paid before the 31st JULY, 1924.
MACKINNON, MACKENZIE & CO., Agents.
B.I.S.N. Co., Ltd.
8th July, 1924. [1924]

TO LET.

NEW and Airy Office ROOMS on Ground and First Floors, 5, DUNDAS STREET. Can be used as Bank, Commercial or Motor Car Office. Rent Moderate.
Apply—
SUNG TAI.
1, Queen's Street. [1924]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer "TELANON" are hereby notified that the Cargo will be discharged into the Godown, where it will be at the disposal of the Consignee, and subject to the Terms and Conditions of Storage at the Godown. The Cargo will be ready for delivery from Godown on and after 7th July.
Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th July, will be subject to Rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 25th July, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th July, 1924. [1924]

S.S. "AMAZONE."

SERVICE CONTRACTORS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, COLOMBO, SAIGON, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery may be obtained immediately after landing.
Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 14th instant, at Noon, will be subject to rent and landing charges.
All Claims must be sent to me on or before the 17th instant, or they will not be recognized.
All damaged packages will be examined on Saturday, the 12th instant, at 10 a.m., by Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
R. RODENFUSSE, Acting Agent.
Hongkong, 7th July, 1924. [1924]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SOUDAN"

Captain E. J. TUNSTON, R.D., R.N.R., carrying His Majesty's Mail, will be despatched from this Port on or about WEDNESDAY, 27th JULY, 1924, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.
Passage will be received at this Office until 5 p.m. the Day before Sailing. The contents and value of all packages must be declared.
For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 2nd July, 1924. [1924]

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.
The Paper to send Home.

INTIMATIONS

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

THE above Society require the Services of a Third INSPECTOR. Salary—\$150 Per Month and \$20 Travelling Allowance. Preference will be given to Candidates with a Working Knowledge of the Chinese language. Applications to be made in Writing, with Copies of References to—
R. L. FROST, Hon. Secretary, c/o The K. F. TELEGRAPH CO. [1924]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Auro on both the Upward and Downward Voyage, by the Company's New, Fast, Well-appointed Steamer, "HAI-NING" at the Reduced Rate of \$80 for the Round Voyage, including Meals while the Steamer is in Port.
These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.
The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).
The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.
For further Particulars and Dates of Sailing, Apply—
DOUGLAS, LAURIE & Co., General Managers, Douglas Steamship Co., Ltd., Hongkong, 17th June, 1924. [1924]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.
ACTION No. 3 of 1924.

In the Goods of CHAK CHIU HANG late of No. 104, Queen's Road Central, and of No. 7, Fung Hong Terrace, Victoria, in the Colony of Hong Kong, Medical Practitioner, deceased.

BETWEEN CHAN SHUN CHO, Plaintiff
and
CHAK HONG TING, Defendant.

NOTICE IS HEREBY GIVEN that by an Order of the SUPREME COURT dated the 25th day of JUNE, 1924, JOHN HENNESSY SEYMOUR, of Canton Bank Building, Des Vaux Road Central, Accountant, was appointed Administrator pendente lite of the Estate and Effects of the above-named CHAK CHIU HANG deceased, and that no Person except the JOHN HENNESSY SEYMOUR or Persons authorized by him is empowered to give a valid discharge for the Receipt of any Monies due to the said deceased or to Sell or otherwise deal with any part of the Assets of the said deceased.
Dated this 2nd day of July, 1924.
GEO. K. HALL BRUTTON & CO., Solicitors for the Plaintiff. [1924]

MRS. E. M. McTAVISH will be AT HOME to Friends on WEDNESDAY and THURSDAY, the 9th and 10th INST. [1924]

ROYAL INDIAN MARINE.

FOR SALE: R.I.M.S. "NEARCHUS"

SEALED TENDERS will be received in India by the Director of the ROYAL INDIAN MARINE, Bombay; in England by the SECRETARY OF STATE FOR INDIA, London; and in the Far East by the COMPTROLLER, R.I.M. Dockyard, Hongkong, up to the 15th JULY, 1924, for the Purchase of the Royal Indian Marine Ship "NEARCHUS" (late Lighthouse Tender to Persian Gulf Lights), with all Stores and Fittings that are on board at that Date, lying at her Moorings in Bombay Harbour.

PARTICULARS OF ABOVE VESSEL.

About 491 tons Gross, and 221 tons Registered. Built under supervision of Naval Architect, and Engineer to Secretary of State for India, by Messrs. Wm. Beardmore & Co., Scotland, in 1914. Engines: Single Screw, compound one H.P. Turbine, One I.P. and One Aster Turbine; Trial I.H.P. 753, Trial Speed 12 knots; One Yarrow Water Tube Boiler, designed at Water Pressure Test 120 pounds; and One Automatic Gear Thermocraft boiler. Oil Fuel Capacity about 114 tons; Water Ballast about 15 tons; Fresh Water about 74 tons; 10 Officers' Cabins; Capacity of Hold about 6,255 cubic feet; Dimensions about 198 feet by 29 feet by 14 feet 5 inches. The Vessel was in an excellent State of Repair and Running Order when put out of Commission in July, 1923.
Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender, which will be returned to Unsuccessful Tenderers. If the 10% is not with the Tender, it will not be considered.
The Purchaser, or his Representative, must Remove the Vessel from the Government Mooring at his own expense and risk within Two Calendar Months from Date of Acceptance of Tender. Pending such Removal, Vessel will remain at Mooring at risk of Purchaser.
The Balance of the Purchase Money must be paid by the successful Tenderer within One Calendar Month from Date of Acceptance of his Tender, and before Vessel is Removed from Mooring. If the Balance is Not Paid, and the Vessel is Not Removed by Purchaser or his Representative within the Time specified, the Deposit of 10%, accompanying Tender will be liable to forfeiture for the benefit of the Crown, and Vessel will be Re-sold.
The Director of the ROYAL INDIAN MARINE does not intend himself to accept the Highest or any Tender.
Applications to view the Vessel may be made to the Commander of the Yard, ROYAL INDIAN MARINE DOCKYARD, Bombay, and further particulars may be obtained from the Director of the ROYAL INDIAN MARINE.
E. W. HUDDLESTON, Captain, R.I.M., for Director of ROYAL INDIAN MARINE. [1924]

INTIMATIONS

NOTICE.

A. S. WATSON & CO. LIMITED.
ONE CERTIFICATE for 75 Shares Nos. 56103/56129 (25 shares) & Nos. 56130/56225 (50 shares) in this Company standing in the Name of CHOW PENG, deceased, has been LOST, and if at the expiration of One Month from the date hereof, the above document be not forthcoming, other Certificate for the said shares will be issued by the Company, and thereafter no other will be acknowledged.
A. S. WATSON & CO. LIMITED.
Hongkong, 24th June, 1924. [1924]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate NS 0269 dated Hongkong 25th April, 1917, for 10 Shares numbered 68856/68878, 68294 and 50124, and Certificate NS 4668 dated Hongkong, 25th April, 1917, for 10 Shares of this Bank numbered 53156/53147 inclusive Both registered in the Name of Mrs. ELIZABETH HANNAH HADLEY MITCHELL, and Certificate NS 3463 dated Hongkong, 25th April, 1917, for 5 Shares numbered 27651/27655 inclusive and Certificate NS 3564 dated Hongkong, 25th April, 1917, for 15 Shares numbered 42389/42570, 43583/43590, 14487/14492, 30431/30435, 20416 and Certificate NS 4065 dated Hongkong, 25th April, 1917, for 15 Shares of this Bank numbered 53175, 50627/50638, 53144/53155 All Three registered in the Name of Mr. WILLIAM FOOT MITCHELL have been DESTROYED by FIRE, and should these Certificates not be produced to the Bank before the 25th JULY, 1924, New Certificates for the Shares will be issued, and the aforesaid Certificates Nos. NS 0269, NS 4066, NS 3463, NS 3564 and NS 4065, will be thereafter treated by this Corporation as Null and Void.
By Order of the Court of Directors,
A. H. BARLOW, Acting Chief Manager. [1924]

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 848 for One Silver Share No. 119 now converted into Five Gold Shares in this Society standing in the Name of YAKATA & CO., has been Declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.
PAUL LAUDER, General Manager.
Hongkong, 3rd July, 1924. [1924]

HONGKONG TRAMWAY CO. LTD.

IN LIQUIDATION.
(INCORPORATED IN THE UNITED KINGDOM.)
LOST SHARE CERTIFICATES.

THE Administratrix of the Estate of GEORGE HOWARD MAY Deceased has requested the Liquidator of this Company to effect the Issue of Scrip for the Shares in the Hongkong Tramways, Limited, to which, under the Terms of the Liquidation, the Deceased is entitled by virtue of the holding of 200 Shares in this Company, without production of Certificates Nos. FP 220, FP 230 and 671 representing the said 200 Shares Nos. 177976 to 178075, and 69349 to 69348, upon the statement that the said Certificates Nos. FP 220, FP 230 and 671 have been LOST, or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 Days from the Date hereof No Claim or Representation in respect thereof be made at This Office the said Certificates will thereafter be deemed Cancelled and of No Effect.
W. E. ROBERTS, Attorney for the Liquidator.
Hongkong, 28th June, 1924. [1924]

TO LET AT WEIHAIWEI.

COMFORTABLY FURNISHED ROOMS with Board. To Let at present.
Apply—
MRS. NIVEN, WEIHAIWEI. [1924]

TO LET.

PREMISES on the GROUND FLOOR of ALEXANDRA BUILDING, CHATER ROAD, formerly occupied by THE CHINESE MERCHANTS BANK, Ltd. Immediate Occupation; Moderate Rental.
Apply—
SECRETARY, A. S. WATSON & Co., Ltd. [1924]

FOR SALE.

NERACAR Five Months' Old. Hidden 100 Miles.
Exact Condition—\$300.
Also Sailing DINGHY—15 feet Decked Fore and Aft, Junk Rigged, all Fittings—\$150.
Apply—
R. E. BEAUCHAMP, Harbour Office. [1924]

TO-DAY & TO-MORROW.

AT 1.20, 5.15, 7.15 AND 9.15.

JOHNNIE WALKER.

"MY DAD"

Baby Peggy Comedy
International News.

THE CORONET

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's "White Label" and "Victoria Vat"

as supplied to the Houses of Lords and Commons. By Royal appointment to His Majesty the King.

SOLE AGENTS:

A S WATSON & CO. LTD.

Wine and Spirit Merchants

ESTABLISHED 1841.

BIRTH.

COLLINS.—At Shanghai, on July 2nd, to Mr. and Mrs. A. M. COLLINS, a daughter.

MARRIAGE.

KING—HOLMES.—In London, on June 21st, Lieut. LANCELOT KING, R.N., eldest son of J. E. King, D. Litt. of West House, Chilton, Polden, Somerset, formerly Headmaster of Clifton College, and Mrs. KING, to DORIS HAMILTON, only daughter of E. HAMILTON HOLMES, H.B.M. Consul-General, Yokohama, and Mrs. HOLMES.

DEATHS.

CORDERO ALBAÑO ANTONIO.—At his residence, No. 11, Hart Avenue, Kowloon, on July 5th, aged 72 years. Deeply regretted. Shanghai, Mexico and Manila papers please copy. [1924]

ROZARIO.—At Shanghai, on July 3rd, ALFREDO EMANUEL DO ROZARIO, son of Mr. and Mrs. J. M. DO ROZARIO, aged 81 months.

SHARP.—In Montreal, HARRY JAMES SHARP, late of Shanghai and Yokohama, passed away on July 2nd, after a brief illness, aged 61 years. (By cable.)

WHITMORE.—At Tongshan Hospital, on June 29th, LOREY (née WAT), wife of R. A. WHITMORE and infant son. Deeply regretted.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 23RD, 1924.

A PUNCTURED OPPOSITION.

One of the fatal weaknesses in the defence of foreign treaty rights in China is the lack of unanimity of purpose among the various nationalities concerned. The latest illustration of this is to be found in what has been described as the "puncture" in the opposition to the new Trade Marks law of China. Only a fortnight ago a Reuter's cable from Home informed us that the Manchester Chamber of Commerce had advised its members to maintain their previous attitude not to register under the new Act in its present form, pending negotiations during the next six months with a view to securing certain reforms in the law which are considered necessary in order to render the new Chinese law workable. This advice, of course, was entirely in line with that tendered by the British Chambers of

Commerce in China. Indeed, Chambers of Commerce of every foreign nationality in China have, we believe, expressed agreement with this attitude towards a law which is generally regarded by foreign merchants as gravely imperilling the rights and interests guaranteed to them in this connection by Treaty. The Diplomatic Body has protested against the law and the Chinese Government has made efforts to meet some of the objections. For example, it is engaging a foreign expert to be attached to the Trade Marks Bureau in Peking, and it has extended the period for registration by six months. The Chinese Government represents that much of the opposition to the law is due to misunderstanding. But while the British Chambers of Commerce are still protesting and counselling abstention from registering British trade marks until they are satisfied with the law, and the provisions for its administration, it is now disclosed that many foreign firms have applied for registration, and something of a sensation appears to have been created by the fact that the British-American Tobacco Co. is among the number. The Peking Correspondent of the N.Y. Daily News writes:

"It has been said that the action of the British-American Tobacco Company in applying for registration of their trade marks punctured foreign opposition to the new law, but it was evident from the list of applying firms that opposition was falling away long before the B.A.T. capitulated. It is true that as a result probably of the example afforded by the B.A.T. other British firms are coming to terms with the law; but foreign acquiescence in the statute was assured long ago, first by the Japanese, then by the Germans, followed by the nationals of the United States and other countries. British business is the last to capitulate, and even as yet the capitulation is not as extensive as has been reported. Up to June 15th, the date of publication of the eleventh number of the Trade Mark Bulletin, only 12 marks, all belonging to the B.A.T., had been registered and none was under examination. This does not mean that others had not been received, as applications are sometimes not even recorded as being under examination for about three months; but it proves that there has not been any rush on the part of British firms as is insinuated."

The Correspondent goes on to point out that while Britons have been protesting against the law, other nationals have been registering, "making little fuss and in some cases rendering half-hearted support to the anti-law demonstrations." It is emphasised however that Treaty rights are still the basic resort of the foreign firm; and that firms who register under the Chinese law stand to gain whatever protection such registration affords, but maintain nevertheless their claim on treaty obligations.

It may be so; but it is obvious that acceptance of the Chinese law makes it very much more difficult to enforce any claim the injured merchant may have under the Treaties. The fight against the law is ending in a fiasco, and the blame for this must be laid at the doors of the Diplomatic Body. Our contemporary the Peking and Tientsin Times has very succinctly summed up the matter in these terms:

"The Chinese Government, under the British, American and Japanese Commercial Treaties of 1902 and 1903, undertook certain definite obligations in respect of Trade Mark protection. These obligations and others arising out of previous Treaties were held to have been violated by the promulgation—and the provisions—of the new Trade Mark Law. The principal foreign interests in Shanghai and elsewhere were unanimous in their opposition to the Law in its present form, and they only required a definite lead from their Governments to refuse to comply with its provisions. Instead, they get neither lead nor definite advice. They were left for months on end in a state of uncertainty, and it was not altogether surprising in view of the unwillingness or inability of their Legations to vindicate their Treaty rights in other directions, that they lost confidence in the ability of their Governments to protect their interests if they refused to register."

This is not a situation from which either the Legations, the Chambers of Commerce, or the general body of foreign residents in China can derive any satisfaction, and perhaps, the least that is now said on the subject, the better.

A Chinese ship's boy committed suicide on the *Empress of Canada*, during the voyage from Vancouver to Hongkong.

The engagement is announced of Mr. H. U. Ireland, of Messrs. Butterfield & Swire, and Miss Eliza Mackintosh, of 1, St. John's Place.

A school boy, named Chu Cha-pa, living at No. 115, Praya East, was drowned whilst bathing on Saturday. His body has been since recovered.

Mr. Ku Hung Min, who is widely known as a scholar and who was recently erroneously reported to have passed away, celebrated his 65th birthday on June 29th.

H.M.S. *Chatham*, under the command of the Hon. A. R. M. Ramsay, D.S.O., R.N., arrived in Singapore from Batavia a week ago. She is proceeding to Colombo.

The moulders' strike situation in Hongkong still remains unchanged. Most of the strikers have now left the Colony for Canton where they are being accommodated by the Engineers' Guild at Honam.

When Mr. H. Geary Gardner, manager of the Hongkong and Shanghai Bank, Penang, goes home on retirement at the end of July or beginning of August, he will be succeeded by Mr. E. E. Deacon, at present in charge of the branch in Kuala Lumpur.

A coolie was killed in the Bank of Canton building on Sunday as the result of an accident. He was engaged with others in moving a safe into an upper floor when he was crushed between the wall and the safe. Death was instantaneous.

A warning was received from the Manila Observatory yesterday morning of a cyclone or typhoon N.E. Luzon, direction unknown. A telegram received in the afternoon gave the position of the typhoon as in about 125deg. Long. E., 21deg. Lat. N., direction unknown.

When a case was called at the Kowloon Magistracy yesterday in which Robert Brown, of 27, Nathan Road, Kowloon, was summoned for behaving in a noisy and disorderly manner when drunk, and damaging the front door belonging to the Hongkong and Kowloon Taxicab Co., defendant did not appear, and his bail in \$50 was returned.

Hui Hong, a house-boy, appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, charged on record with stealing a suit-case full of clothing from another house-boy. His Worship told the defendant that there was an element of doubt in his case, and he would receive the benefit of it. The defendant was discharged.

The death of Mr. Harry A. Irwin, a well-known American resident of Kobe is announced. Mr. Irwin was many years in Yokohama, where he was agent for a number of American firms, chiefly machinery-makers. After the earthquake Mr. Irwin went to Kobe, and had done his business from that port since he married just a year ago a lady named Miss Helen Willis who came over from America. Mrs. Irwin will return by an early steamer and will take back the ashes.

A large number of people foregathered yesterday evening in Statue Square to hear the first of the open air concerts given by the Band of the 1st Battalion, the East Surrey Regiment, by permission of the Commanding Officer. The appreciation of the audience was an indication of the enjoyment which the residents will take in the residents of Hongkong and Kowloon during the forthcoming season. The next public performance will be given on the Children's Playing Ground at Chatham Road, Kowloon, on the evening of July 11th.

The master of a Chinese passenger boat was fined \$25 with the alternative of one month's imprisonment at the Marine Magistracy yesterday for mooring his boat to the *ss. Lim Choo* whilst the latter was under way for the 5th inst. According to the evidence of a Water Police Officer, the *Lim Choo* stopped in the Sulphur Channel to take the pilot on board. Two small boats were fastened alongside the pilot's and the defendant's. Passing Green Island the defendant cut off. The Magistrate, in imposing the fine, described the offence as a serious one.

Mr. Henry Somerset Fitzroy, barrister-at-law of the Inner Temple, was yesterday morning admitted to practice in the Supreme Court of Hongkong. The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) in submitting the application to his Lordship the Chief Justice (Mr. Justice Gompertz) said that Mr. Fitzroy was called to the Bar of the Inner Temple on January 20th, 1910, and practised for some time after that. During the war Mr. Fitzroy served on the Admiralty War Staff Intelligence Division and later as Military Control Officer and as Vice-Consul at New York. The applicant's papers, the Attorney-General said, were in order. His Lordship said he has much pleasure in approving, admitting and enrolling Mr. Fitzroy.

One of Hongkong's old residents in the person of Mr. A. Antonio Cordeiro, passed away on Saturday. The deceased, who was 73 years of age, lived at Hart Avenue, Kowloon. Born in Mexico, he came to Hongkong in his early youth and had lived here ever since. He was originally a clerk in the employ of Messrs. Russell & Co., the predecessors of the firm of Messrs. Sheppard, Tones & Co., which firm he served for over 25 years, retiring on pension a few years ago. The late Mr. Cordeiro was a man of kindly disposition, and had a wide circle of friends. Amongst the wreaths laid on the deceased's grave were tributes from Mr. R. G. Sheppard, Mr. A. L. Shields, Mr. and Mrs. Fisher, Mr. and Mrs. Harris, Mr. and Mrs. Hodge, and many others.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

LONDON CONFERENCE.

BRITISH AMBASSADOR EXPLAINS.

PARIS, July 27th.

The English Ambassador has informed Mr. Herriot that Mr. MacDonald proposed personally to notify the Government called to the London Conference. He never tried to tie Mr. Herriot to his ideas. The expressions put forward were only on the responsibility of the English Government. Mr. Herriot has accepted this explanation.

HOME PREMIER'S VISIT TO FRANCE.

Mr. MacDonald comes to Paris tomorrow to confer with Mr. Herriot.

EARLIER CABLES
FRENCH "LEFT" CAMPAIGN.

PARIS, July 26th.

The opposition has launched a big anti-Herriot offensive. The extremists are demanding the immediate overthrow of the Government; the more moderate oppositionists are trying to prevent Mr. Herriot going to London until he has reassured the public that the French interests will not be sacrificed.

In a speech at Troyes, M. Herriot declared the Experts' Report offered France the best chance of securing peace and payment. He deplored opposition efforts to distort and belittle the character of the Chequers meeting. He stated the Government's method was to pursue "what unites, not what divides."

IRISH BOUNDARY DISPUTE.
AN INTERVIEWER.

LONDON, July 26th.

In the course of a statement to the Press regarding Mr. Ramsay MacDonald's references to the possibility of the two Irish Governments reaching an agreement before the Boundary Commission is constituted, Mr. Justice Freeman says Mr. Cosgrave and Sir James Craig have agreed to his acting on those lines and are giving him opportunities for an informal discussion for the purpose of seeing whether an agreed settlement is reachable. They are also giving him facilities to both sides of the border to study the economic and geographic conditions.

Meantime Mr. Justice Freeman appeals to the Anglo-Irish public and Press to abstain from controversial comment on questions involved in article 12 of the Treaty.

THE WORLD'S SPORT.
GOLF.

FRENCH AMATEUR CHAMPIONSHIP.

PARIS, July 26th.

In the French Amateur Golf Championship final at Laboulle, Mr. Anderson, the United States representative, beat Mr. Cyril Tolley, Great Britain, by one up.

AMERICAN BASEBALL.

NATIONAL LEAGUE.

Cincinnati, 2; Pittsburgh, 9.
St. Louis, 2; Chicago, 9.
New York, 5; Philadelphia, 1.
Brooklyn, 1; Boston, 4.

AMERICAN LEAGUE.

Washington, 4; New York, 7.
Detroit, 1; St. Louis, 5.
Chicago, 9; Cleveland, 6.

LATEST CABLES.

OLYMPIC GAMES.

FIELD EVENTS AND POLO.

PARIS, July 27th.

JAVELIN THROW.—
J. Myrta (Finland). Distance: 62.93 metres.
Myrta holds the world's record with a distance of 216ft. 10 1/2 ins.
10,000 METRES RUNNING.—
Ritola (Finland) 1
Wide (Sweden) 2
Berg (Finland) 3
Time: 30mins. 23.1-5secs.
This is a world's record.
Wide finished 300 metres behind the winner.
POLO.—Argentina 6, U.S.A. 5.

LATEST CABLES.
(REUTERS' AMERICAN SERVICE.)

DEMOCRATIC CONVENTION.

LOOKING FOR A WAY OUT.

NEW YORK, July 27th.

The condition on which McAdoo accepted the proposal to release the delegates was accompanied by a proviso as regards the two-thirds rule and stipulates that the lowest man be dropped on each succeeding ballot until the nomination is made; and each delegate is entitled to cast *pro rata* for the vote of absent delegates. Representatives of other candidates rejected McAdoo's counter-proposal. All candidates, except McAdoo, have approved the declaration that each will willingly released all delegates who had arranged to vote for him as completely as if his name had been withdrawn from the Convention.

EARLIER CABLES.

NEW YORK, July 26th.

The representatives of fourteen minority candidates before the Democratic Convention agreed to release their delegates in the hope that Smith and McAdoo would do likewise.

Mr. Smith's managers announced that their supporters had never been under any obligations as regards their votes. They could vote as they pleased. Mr. McAdoo's men have summoned their forces to rally and reaffirmed their determination not to withdraw.

AN AMERICAN LABOUR PARTY.

CLEVELAND, July 26th.

The British Labour Party has sent greetings and congratulations to the Progressive Conference. The messages are signed by Messrs. Cramp, Middleton and Brockway. They express the hope that the Conference will lead to the formation of an American Labour Party and the assertion of its political independence.

BATTLE IN BRAZIL.
A SHORT-LIVED AFFAIR.

BUENOS AIRES, July 26th.

It is reported that the city of San Paulo, in Brazil, is in the hands of revolutionaries, who occupied the Federal Buildings after a spell of fighting. The Federal Government has declared a state of siege at Rio de Janeiro and San Paulo and rushed warships, carrying troops, to suppress the revolt.

A message from Rio de Janeiro announces that the military rising in San Paulo has been suppressed. Order has been restored everywhere.

PRESIDENT'S SON'S ILLNESS.

WASHINGTON, July 26th.

President Coolidge's son was operated upon last night. He was worse this morning. It is stated at the White House this evening that his condition is critical but not hopeless.

PEOPLING THE EMPIRE.

MR. CLYNES ON LABOUR'S CONVERSION.

Empire migration and settlement were discussed at a conference at the British Empire Exhibition at Wembley recently. Mr. R. Clynnes, M.P., the Lord Privy Seal, said he was confident that before long they would meet with a large measure of success in Imperial settlement. Even labour was being converted, or perhaps diverted, from its former groove to the wider view. The most helpful form of transference was group settlement of people in young manhood or youth. It was a good thing to settle in the new land in early life. Transference of surplus population to Canada, Australia, and other lands would be an advantage to the working classes remaining here, just as it would to those who went.

EXHIBITION'S VALUE.

Later the delegates were entertained at a Government luncheon. Mr. J. H. Thomas, the Colonial Secretary, presiding, said: "When folks asked, as in the House of Commons the previous day, 'Is this British Empire Exhibition on a balance-sheet going to prove successful?' he had no answer to that type of mind. He was not going to defend the balance-sheet of income and expenditure of pounds, shillings, and pence on an issue such as the exhibition represented. If it brought home to the humblest citizens how great had been the past of the Empire and what immense possibilities there were for its future, to balance-sheet need be presented."

FAR EASTERN CABLE NEWS.

ANHUI FIGHTING.

GRAVE SITUATION.

PEKING, July 27th.

Foreign telegrams report that about a thousand bandits are terrorising the central districts of Anhui and have killed the Chief of Police at Luchow. The Tao-yin of Luchow is missing. The Yamen has been looted. The Tao-yin of Wuhu has been sent to Luchow to take charge.

The Tuli has sent troops to the scene from Pengpu and Anking.

Reports state that the situation is assuming grave proportions.

BRITISH WORLD FLIGHT.

WELCOME IN JAPAN.

COL. BROOME ON BOARD.

TOKYO, July 27th.

MacLaren arrived at Kasumigaura at 2.40 p.m.

He received an enthusiastic welcome from the crowds and the chief of the Kasumigaura aviation corps, his host. The aviator is expected to remain in Tokyo two or three days, during which he will be the guest at many entertainments. When he sets off northwards he will be accompanied by Col. Broome, who was awaiting him here.

JAPANESE LUXURIES.

HEAVY IMPORT DUTIES.

TOKYO, July 27th.

The import duties on luxuries is being raised all round to 100 per cent. *ad valorem*. According to a Bill introduced in the Diet, the purpose of which is to place an embargo on luxuries rather than to protect home industries. The list of dutiable articles includes tea and other beverages, liquors, precious stones, woollens, silks, knitted goods, wearing apparel, cameras, gramophones, toys, and toilet goods.

JAPAN AIR FORCE.

FURTHER EXPANSION SUGGESTED.

TOKYO, July 27th.

Subject to the provision of necessary funds without unduly swelling the estimates, M. Takarabe told the Diet the world situation demanded that Japan should further expand her naval air forces, and recommended the establishment of 11 squadrons in addition to the 17 already embodied in the present programme.

[BY COURTESY OF THE "DAILY BULLETIN,"]

A STEAMER ASHORE.

HANKOW, July 26th.

The Indo-China Steam Navigation Company's steamer *Kiangnan* is reported to be ashore up-river.

NEW JAPANESE PREMIER.

PRESIDENT'S SUGGESTION.

PEKING, July 26th.

President Tano Kun submitted Dr. W. W. Yen's name to Parliament last evening as the permanent Premier, and the voting on the nomination may be carried out on Tuesday, but it will be necessary for Parliament first to hold informal discussions, which may delay the official vote.

As far as can be ascertained, it is now unlikely that there will be any changes as regards the Minister of Finance, Minister of Foreign Affairs, Minister of War, Minister of the Navy, and Minister of Communications.

DECISION FOR DOCTORS IN LUNACY APPEAL.

JUDGMENTS SET ASIDE.

The Court of Appeal, consisting of Lord Justices Bankes, Warrington, and Scrutton, delivered their considered judgments last month in the appeals of Dr. Charles Habert Bond, a Commissioner in Lunacy, and Dr. George Henry Adam, licensee of a private asylum at Malling Place, Malling, Kent, against verdict and judgment entered against them at trial before Mr. Justice Lush and a special jury, in an action brought by Mr. H. Smart Harrett, a Kentish farmer, to recover damages for causing his continuous detention as a lunatic for eight or nine years. After a trial lasting eighteen days the jury awarded £3,000 damages against Dr. Bond for detaining the plaintiff in his office in Victoria Street for two or three hours, and £20,000 against Dr. Bond and Dr. Adam, jointly and severally, for causing his continued detention in five different asylums over the period stated. The £3,000 had been paid to the plaintiff, and the £20,000 lodged in court (by the Ministry of Health) as a condition of leave to appeal.

The grounds of appeal were that the verdict was against the weight of evidence, that the judge had misdirected the jury both as to law and facts, and that the damages were excessive.

By its unanimous decision the Court, after a hearing lasting seven days, now allowed the appeal of Dr. Adams, setting aside the judgment entered against him, entering judgment in his favour, and giving him the costs of both the trial and the appeal. In the case of Dr. Bond they also set aside the judgment, and directed a new trial on the footing that any damages awarded must be confined to, and not go beyond, the alleged imprisonment at Victoria Street, which time, they declared, Dr. Bond was not responsible for the plaintiff's detention. They gave Dr. Bond the costs of the appeal, and by a special order directed that the costs of the first trial in his case should abide the result of the new trial; but, in the event of the plaintiff succeeding in the new trial, the costs of the new trial were to be confined to such costs as the taxing master considered reasonable had the first action been against Dr. Bond alone. The £3,000 paid to the plaintiff and the £20,000 paid into court were ordered to be repaid.

It is calculated that so far this case has cost in counsel's fees, payment to witnesses, and other charges, between £30,000 and £30,000.

HANSARD, BRADSHAW, AND OLD MOORE.

ORIGIN OF FAMOUS RECORDS AND GUIDES.

The demand for broadcasting of Parliamentary speeches has drawn special attention to the official publication known as Hansard. That "Hansard's Parliamentary Debates" is published, and can be obtained by anyone, has come as a surprise to many people, who not only did not know that they could obtain verbatim reports of speeches in the House, but also did not know that Hansard existed.

The original Hansard was Dr. Johnson's printer, and it was he who obtained the contract for printing the Parliamentary Journal in 1774. His son, T. C. Hansard, carried on the business under the auspices of Cobbett, who was in 1810 fined for three years. This terminated the arrangement between Cobbett and his printer, and in 1829 the publication came under Government control, and Hansard devoted himself wholly to his work.

AN INSTITUTION.

With only occasional misunderstandings between the Government and the printer Hansard has been continued, and, although still printed in the same style and size as Cobbett's original volume, has its own staff of shorthand reporters. "Hansard," it has been said, "began life as a printer and has now become an institution."

Another book which may justly be termed an institution is the "Bradshaw." It is amazing to us to discover that, as George Bradshaw, the Quaker, decided to print railway time-tables for him doing so all they could to prevent his making punctuality a sort of obligation. Young Bradshaw, however, persisted, and in 1825, published, with authority, a small twenty-four page "Bradshaw's Railway Travelling with Illustrated Maps and Plans." Its price was at first sixpence, and ten of the twenty-four pages were devoted to maps. George Bradshaw met his death in the service of his famous time-table. In 1833, he went to Christiania to make arrangements with Scandinavian companies and within a few hours he had fallen a victim to the scourge of cholera which was raging there.

Francis Moore came to London to make a living by his wit, and in 1809, at the age of forty-one, set up as a physician. In his spare time, he did a little teaching and practised astrology, but as pupils and quacks were rare, he issued in 1809 his "Kalendrium Ecclesiasticum" which not only foretold the weather, but also advertised his pills. A year later came his "Vox Stellarum," an almanac which prophesied events as well as weather. And thus "Vox Stellarum" and the name "Old Moore's Almanac" to the name of the lay quack from Shropshire has achieved immortality through Old Moore, himself, is practically forgotten.

SPIRIT OF SCIENCE.

APPLICATION TO POLITICS.

PRIME MINISTER'S VIEW.

Many representatives of Labour and scientific investigation attended a conference which was opened on May 30th at the British Empire Exhibition at Wembley, under the auspices of the British Science Guild and National Joint Council, "The Place of Science in Government." The Prime Minister, who was to have opened the conference, was unable to attend. In a letter of apology he wrote:

"I have been looking forward to this meeting with great pleasure, as I wish to try and say something to impress upon the public the necessity of treating political questions in a scientific spirit, and not merely in a short-sighted, partisan frame of mind. Until we regard administration and legislation in precisely the same manner as a scientific worker approaches his work in a laboratory we shall never be able to get results of a permanent character, nor shall we secure respect for our public institutions. I was hoping that one of the results of the war would have been the elimination from the House of Commons the 'methods of the dog.' Unfortunately, there are far too many signs that the hope is not to be fulfilled. The matter ultimately rests with the public, which ought to see with scrupulous vigilance proceedings in Parliament, not merely in relation to this topic or that, but to the spirit of national concern which its debates show. If our social organisation is still so very rudimentary that the public are open to the exploitation of any interest that is placed for the moment in a position of 'economic advantage,' it is mainly owing to the fact that scientific methods have hardly yet been applied to society itself."

Sir Richard Gregory, who presided, said wealth was created eventually by scientific discovery. In the political field, chief consideration was given not to the means of creating wealth, but to the distribution of wealth between those who used the knowledge obtained by science. One would hope that as a result of a conference of that kind Labour would understand the scientific point of view and would realise that what scientific men were doing was really of great ultimate advantage industrially and socially to the world. He knew the Prime Minister as a student of science, was familiar with scientific work and method. Mr. MacDonald was almost the only Prime Minister this country had had who was in a position to know what science might mean to modern civilisation; and the conference was being appropriately held at a time when they had at the head of the Government a man who was both sympathetic and knowledgeable as to what science signified.

PRAISE FOR THE CIVIL SERVICE.

Mr. Sidney Webb, M.P. (President of the Board of Trade), in opening the discussion, said he did not think it could be maintained that the State had, in general rule, abstained from utilising scientific ability where that ability was combined with appreciation of the conditions in which it had to be applied practically to the life of the community. It was suggested that the Legislature could not be fully effective without the presence of men or women of high scientific training. If that meant that provision ought to be made for scientific membership of the House of Commons, he feared that having regard to the characteristics of modern constitutions, there was a certain facility about the proposition. He had known a few distinguished men of science—who had by means, chemists, physiologists—who had happy chance become members of Parliament. He did not think they were distinguished for success in Parliament.

But he doubted whether the suggestion was sound in itself. In his view the function of the elected representative was essentially that of an expert exponent and translator. His task was twofold. On the one hand he had to be perpetually discovering, explaining, and justifying the action of the people to the scientific expert in the art of administration what it was that the people lacked and wished, and of conveying the popular mind with the physicist, the biologist, the engineer, and the chemist, the method, and the probable reactions of this or that project of social reorganisation. He had been enormously impressed with the ability, loyalty, and administrative skill and science of our principal Civil servants, and he was more than ever convinced that we had the best in our country in the world. Goodwill Civil Service in the warmth without without knowledge in all the complexities of politics. Especially in the still undeveloped science of society, the Labour party for increased study, for the scientific investigation of each succeeding problem, for the deliberate organisation of research, and for a much more rapid dissemination among the whole people of all the science that existed.

Sir Richard Glazebrook said that Government could not obtain the results which formed the basis of practical advance without men of science; they could not have men of science without the scientific spirit which found out what was true and attempted to act on its discoveries. How could this scientific spirit be cultivated in high quarters? To spirit be cultivated perhaps by having scientific men in Parliament and in the councils of the nation, but mainly by education of the people to appreciate the advantages it had brought. The conference would have done its work well if it could impress on the Government the need for men search in pure science along which their investigations led them, also the importance of securing such men for Government service so far as was compatible with restricted so far as was compatible with Ministerial responsibility to Parliament. The need that such men should hold positions in their councils which would secure to them the power to translate their discoveries into practice. (Heard, hear.)

Major A. G. Church, M.P., thought that if there were more scientific men in the House of Commons the country would be able to pay considerably more attention to things that were really vital—such as housing, unemployment, and finance.

Lord Asquith presided at the afternoon session, when discussion took place on "Scientific Research in relation to Industry."

Mr. Hugo Hirst, who introduced the subject, said that having been mainly responsible for the creation of the research laboratories of the General Electric Company at Wembley, at a cost of £200,000, and a yearly expenditure of about £50,000, he might be given credit for a deep study of the question. The impulse which moved him was not the outcome of deep study, but of practical experience. He had asked himself why the question of scientific research should be raised at a meeting of Labour, and he was reminded that those who advised Labour had not always been sympathetic to science. They felt that new inventions interfered with the established routine of organised labour, and they saw, unfortunately, that a few hundred, or it might be a few thousand, men were deprived of their occupations. They did not see, however, the beneficial and broader effect on labour which such an invention might have.

WELLS-LIKE SPECULATION.

Sir Oliver Lodge illustrated a few of the developments of subjects which had taken place within his memory and with which he was rather closely connected. The discovery of electric waves, which now spread intelligence and human speech broadcast over the earth, took its rise in a mathematical investigation by Clerk-Maxwell more than half a century ago. It took twenty years to bring these waves out of mathematical formulae into the realisation of fact, and they owed their production chiefly to the remarkable experimental researches of Hertz in pure science when he was a young professor at Karlsruhe. It remained for the industry and skill and initiative and practical common-sense of Mr. Marconi to unify the various discoveries and really apply them on the large scale to the transmission of news. It needed faith for those engaged in great industrial enterprises to divert a portion of their staff and equipment to investigations in pure science, but everyone knew that in Germany this had been done, especially in the subject of great success; though, unfortunately, it had been possible—as it fortunately was—to abuse these beneficent activities and pervert them to unholy ends.

It was an undoubted fact that there were immense stores of energy locked up in the atoms of matter and in the ether of space, and it seemed to him unlikely that fifty years would elapse before some of this energy would be tapped and applied to practical purposes. We were really using that energy already, without knowing it, every day of our lives; but it was not yet under control, and we used it indirectly as sunshine and in combustion and chemical action. There might be physical methods of getting at this energy; and the amount was so vast that if we could get at only 1 per cent. of it, we should have a source of power which would put all others into the shade. If he might allow himself a Wells-like speculation, he could conceive the aeroplane and the steamship and the locomotive of the future as propelled rather like a rocket by the reaction of a small quantity of material ejected from the tail at an immensely high speed, a speed far beyond that at which gases were expelled even by the most powerful explosive.

Sir Daniel Hall dealt with the position of agriculture, and said the man-power in the industry was being directed by the greater prizes which the more organised industries offered. Production was suffering as a consequence.

Mr. A. P. M. Fleming suggested the setting up of an Intelligence Organisation having close contact with all the centres from which new scientific knowledge emanated. This organisation could place before a new knowledge before a suitable body which could sift it and decide what, if any, industrial possibilities the knowledge presented, and in what directions experimental work would be justified by industrial results.

"POINT BLANK"

ORIGIN AND MEANING OF THE TERM.

In an article in the current issue of *The Journal of the Society of Army Historical Research*, Lord Cottesloe, better known as the Hon. Thomas Fremantle, author of "The Book of the Rifle" (1903), gives interesting particulars of the origin of the term "point blank."

"It was a common gunner's expression in Italy when Tartaglia published his commentaries in 1577. When the pellet flew out of a piece which lieth equidistant to the horizon, that is to say level, or as the gunners term it, at point blank (punto in bianco)."

"We find the word used by Shakespeare in Hamlet, 'As level as the cannon to the blank transports his poisoned shot.' The word 'blank' was an early term for the centre of the target, and hence anything aimed at or the range of such aim."

"The expression 'point blank' seems to have involved the idea that in the early part of its flight the ball travels in a straight line, and, secondly (and later), that the piece was laid horizontally. Tartaglia was under no such illusions; he says 'Albeit no part of the bullet's violent motion can be truly averred a right or direct line, save only the perpendicular,' yet that first part of the violent motion, I mean so far as the piece is said to carry point blank, being so near the direct, is and may well be termed the direct line."

Five Sturdy Bachelors decided to "Let the Rest of the World go 'Buy'"—then suddenly they found themselves buying Toys and Baby Clothes.

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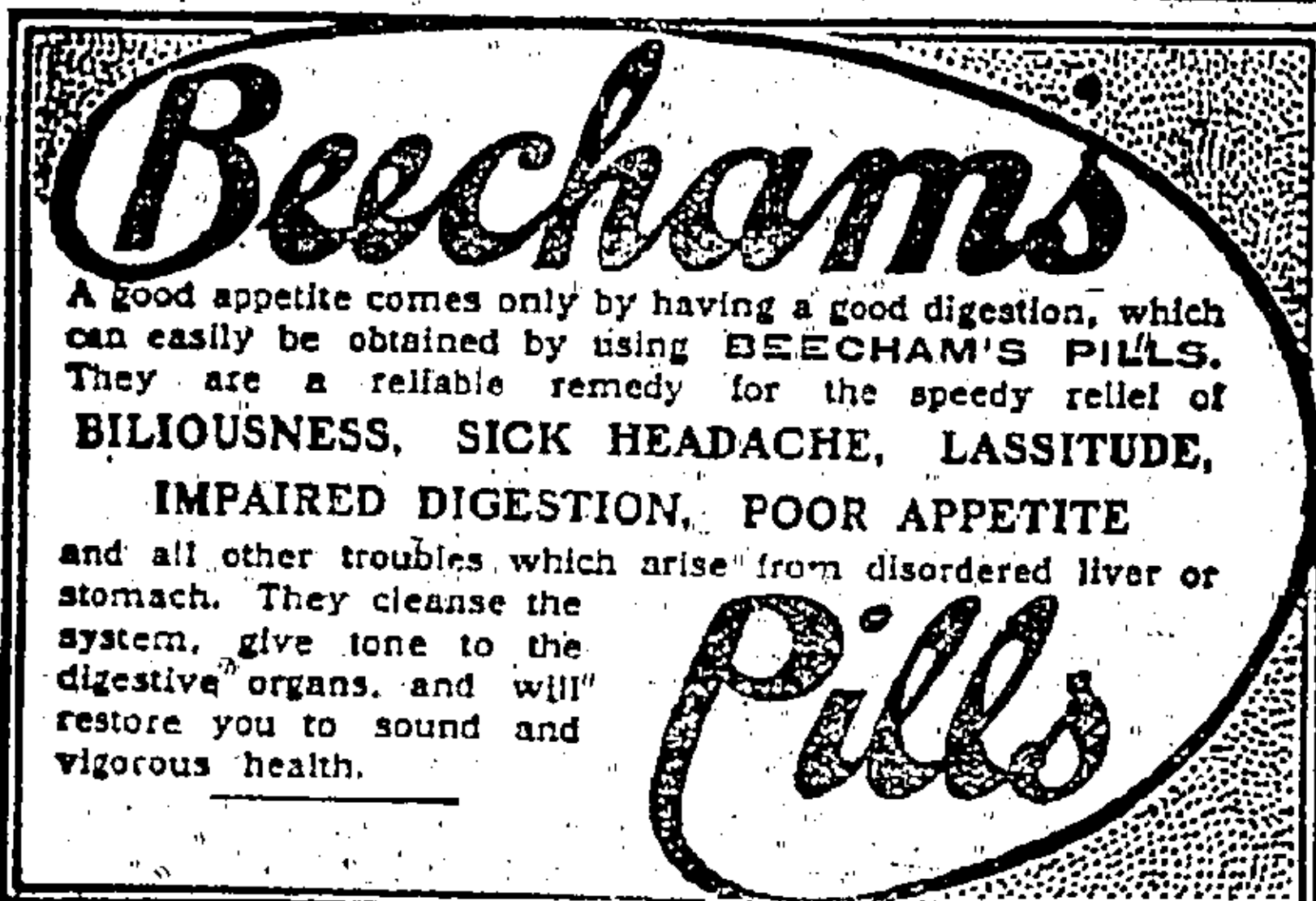
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AN "EXTREMELY USEFUL" BOOK

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

Sir, I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the year.

The Managing-Editor,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

"OXFORD ACCENT" OR COCKNEY?

MR. GALSWORTHY ON
"EXPRESSION."

Mr. John Galsworthy on May 30th delivered an address on "Expression" at Bedford College before the English Association, from the presidency of which he is retiring in favour of the Marquis Curzon of Kedleston. The incorporation of slang words into the language, he said, is in reason, no bad thing. Slang is, at least, vigorous and apt. Probably most of our vital words were once slang: one by one timidly made sacrosanct in despite of ecclesiastical and other warnings. I am waiting to see the expression "rummy-too" canonised by Dean Inge, and gets my goat—academised by Professor Sainsbury.

Nothing is more willing to a writer attempting to introduce an odd lump of expression than to receive such a letter as this: "Dear Sir, I am a great admirer of your work, but will you please tell me what 'daverly' on page 253 of your last novel means? I cannot find it in the dictionary. The beauty of a slang word is that you need not put it in the dictionary; it cries its own meaning to its own muffled bell. And dare we condemn Cockney—a huge, at once waters, in Southern England, seem fair flooding in over the dikes of the so-called Oxford accent, and such other rural dialects as are left? There is perhaps no greater divider of society than the difference in *voice* expression. If the East-end on Hampstead Heath of a Bank Holiday pronounced its aitches and said 'Bai Jove' it is rather naïve. Or if, on the other hand, the West-end dropped its aitches and said 'Aow! Look at the crows in the tryne' should we not be very near to a social millennium? Which of these two forms of English, cockney twang or the drawl of 'cuhlah' is the more desirable as a national form of speech? The spirit of the age seems to favour cockney; and certainly it is glibber on the tongue. It is indeed to regard the English language as still in the making, capable of new twists and bold captures; yet he thought our attitude towards it should have more reverence, that we should love our mother tongue as we love our country, and try to express ourselves with vigour, dignity, and grace.

Mr. Galsworthy presided in the evening at a dinner at which the English Association entertained Mr. William Archer and Mr. C. E. Montague at the Terminus Restaurant. Among those also present were the Master of the Temple, Sir Henry and Lady Stephens, Professor C. F. E. Spurgeon, Sir Israel and Lady Gollan, and Mr. W. G. Rushbrooke. Proposing "Our Guests," Mr. Galsworthy said: "Critics are very like mosquitoes; they will have your blood. I know a lady who, after an operation, came to with the words 'I don't want to be a self-supporting, independent, economic agent. I want to be loved.' (Laughter.) The literary man comes to under the knives of the critics with the words 'I don't want to be double-barrelled, copper-plated literary artist, I want to be read.'"

WALES BEATEN IN SINGING. UNGALLANT CONDUCT AT CRYSTAL PALACE.

Choirs from Wales and their supporters took defeat very badly at the Crystal Palace Imperial Eisteddfod, recently, scene rare in choral competitions followed the adjudication of Sir Hugh Allen, who awarded chief honours to Yorkshire. There was some wonderfully good singing. It was a pity more people did not hear it. The quality amply compensated for the small number of entries. The preliminary tests in the afternoon passed off peacefully. Male voice choirs sang Elgar's Festing, I Watch, and Cyril Jenkins' Sea Fever.

HIGH PRAISE TO YORKSHIRE.

In the evening mixed voice choirs sang Elgar's Go, Song of Mine, and Cyril Jenkins' Ode to the West Wind, and the male voice choirs sang Vaughan Williams arrangement of Down Among the Dead Men.

In both cases the prizes went to Yorkshire, the Huddersfield Mixed Choir, and the Holme Valley Male Voice Choir, winning by a considerable number of marks in each case, and gaining prizes of £500 and £100 respectively, and championship cups.

The Welsh singers and their friends did not relish the high praise given to the Yorkshire singers by Sir Hugh Allen, and his equally candid and outspoken criticism of some of the faults of interpretation of the two other choirs.

Whether they had a just grievance or not, their way of showing resentment was inexcusable. They made an organised attempt to prevent the competitions from proceeding.

They refused to take part in a performance of the pieces by the mixed choirs under Sir Hugh Allen, which was what many of those present specially wanted to hear.

They would not desert when Mr. Buckland, the general manager of the Crystal Palace, appealed to them. It was not till the police appeared that order was restored.

The second and third prizes in the mixed voice contest were divided between Torquay and Port Talbot; and there was a similar division in the case of the male voice choirs. London, Welsh and Westminster being equal.

The ladies' choirs championship and Daily Telegraph cup were won by the Maidstone Choral Union, under Mr. F. Wilson 'Paris,' who beat Mr. William Turner's famous and generally invincible Nottingham Choir.

POOR MISS 1924.

"It is enough to make one weep," said Dr. Ethel Bentham, Labour candidate for Islington, at a meeting at Highbury "to see the bulging, swollen ankles, the misshapen calves, and flattened toes of the high-heeled girl to-day. It is an exception to find an adult foot that is not more or less deformed."

WEATHER REPORT

July 7th at 18.00—Pressure has decreased slightly at the majority of reporting stations. The depression remains over S.W. China, and the typhoon to the east of the Bashi Channel. The direction of motion of the latter is still uncertain.

Manila warning:—Typhoon in Lat. 21 deg. N. Long. 125 deg. E. direction unknown recd at 14.24.

Shanghai warning:—Typhoon of unknown intensity within 120 miles of Lat. 19 deg. N. Long. 150 deg. E. direction W.S.W. recd at 12.24.

Hongkong rainfall for the 24 hours ending at 18 hours, July 7th, 0.01 inch. Total since January 1st, 54.08 inches, against an average of 42.04 inches.

The forecast for the 24 hours ending at 18 hours, July 8th is as follows:—

District Forecast

Formosa Channel ... N. winds, strong.

Hongkong to Gap Rock ... S.E. winds, moderate, fair.

South coast of China between Hongkong and Lamcocks ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.81	29.80	29.76
Temperature ...	79	79	84
Humidity ...	80	81	75
Wind Direction ...	ESE	Calm	E
Force ...	+	0	3
Weather ...	or	0	0
Rain ...	0.52	0.00	0.00
Highest open-air temperature on 6th ...	85		
Lowest open-air temperature on 7th ...	78		

HONGKONG TIDE TABLE.

From July 23rd to 14th, 1924.

High Water. Low Water.

Days of Week	Days of Month	H'kg. Standard Time	Height	H'kg. Standard Time	Height
Tues.	8	h. m.	ft. in.	b. m.	ft. in.
Wed.	9	0 50	4 4	8 50	1 6
Thurs.	10	1 38	4 6	8 38	1 6
Fri.	11	2 35	4 8	8 35	1 6
Satur.	12	3 31	4 7	10 31	1 6
Sun.	13	4 27	4 5	11 29	1 6
Mon.	14	5 24	4 4	12 24	1 6

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M.

Place of Observation	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. July 4	W.L. July 5
Wachow, W. River	Feet. +79.50	Feet. -2.43		
Kongmoon, W. River	+14.70	-0.80	+13.1	+13.6
Shikongtow, N. River	+57.00		+18.5	+18.4
Shichow, N. River	+25.81		+5.5	
Samsan, N. River	+27.25	-5.00	+25.5	
Shikong, E. River	+15.15	-0.08	+5.9	

*F. H. Ling, Engineer-in-Chief.



Cuticura Quickly Clears The Scalp of Dandruff

On itching, gently rub spots of dandruff and itching with Cuticura Ointment. Next morning shampoo with a suds of Cuticura Soap and hot water. This treatment does much to keep the scalp clean and healthy and promote hair growth.

Send for Tablets 12, 24, 36, 48, 60, 72, 84, 96, 108, 120, 132, 144, 156, 168, 180, 192, 204, 216, 228, 240, 252, 264, 276, 288, 300, 312, 324, 336, 348, 360, 372, 384, 396, 408, 420, 432, 444, 456, 468, 480, 492, 504, 516, 528, 540, 552, 564, 576, 588, 600, 612, 624, 636, 648, 660, 672, 684, 696, 708, 720, 732, 744, 756, 768, 780, 792, 804, 816, 828, 840, 852, 864, 876, 888, 900, 912, 924, 936, 948, 960, 972, 984, 996, 1000.

23

VESSELS EXPECTED.

Akita Maru (T.K.K.), due to-day.
Awa Maru (N.Y.K.), due July 31st.
Hoffman (Tampa), due July 30th.
Memnon, due August 6th.
Akita Maru (N.Y.K.), due July 18th.
Barrington (Blue Funnel), due July 31st.
Hakozaki Maru (N.Y.K.), due July 28th.
Kikano Maru (N.Y.K.), due July 15th.
Penang Maru (N.Y.K.), due to-day.
President Adams (Dollar), due July 21st.
President Garfield (Dollar), due August 4th.
President McKinley (Admiral Oriental), due July 18th.
President Pierce (P.M.), due July 18th.
Rachon (Tampa), due July 21st.
Scholar (Hugo Bismarck), due July 16th.
Soudan (P. & O.), due to-day.
Telstar (Blue Funnel), due July 25th.
Triton (Blue Funnel), due July 25th.
Wakana Maru (N.Y.K.), due July 18th.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.
Through passage rates to Europe via America \$3405, \$3420, \$3440.

IYO MARU ... Saturday, 19th July, at 11 a.m.

YOKOHAMA MARU ... Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

FUSHIMI MARU ... Wednesday, 16th July, at 11 a.m.

HAKOZAKI MARU ... Wednesday, 30th July

HAMBURG via LONDON & ROTTERDAM.

DURBAN MARU ... Monday, 18th Aug.

LIVERPOOL via MARSEILLES & VALENCIA.

GENOA MARU ... Wednesday, 9th July

SYDNEY & MELBOURNE via Manila, &c.

YOSHIKAWA MARU ... Wednesday, 16th July, at 11 a.m.

AKI MARU ... Wednesday, 15th Aug.

NEW YORK & BOSTON via PANAMA.

TAKETOYO MARU ... Monday, 4th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Thursday, 28th Aug.

BOMBAY via Singapore & Colombo.

AWA MARU ... Thursday, 10th July

MORIOKA MARU ... Tuesday, 29th July

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Wednesday, 9th July

MOJI MARU ... Friday, 16th July

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 17th July

SHANGHAI, KOBE & YOKOHAMA.

AKITA-MARU (Omitting Shanghai) ... Thursday, 10th July

WAKASA MARU ... Tuesday, 16th July

KITANO MARU ... Wednesday, 16th July

For further information, apply to— NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP

'VAN OVERSTRATEN'

will be despatched to

SINGAPORE, PENANG and BELAWAN-DELI DIRECT

17th July, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation

All lower berths: Doctor carried.

English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

For Freight and Passage, apply to:—

JAVA-CHINA-JAPAN-LYN.

Agents

Telephone: Central No. 1574. YORK BUILDING, CHATER ROAD.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "MALAYA"

will be loading for MARSEILLES, VALENCIA, BARCELONA.

DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG.

COPENHAGEN and other SCANDINAVIAN PORTS.

About 11th July, 1924.

Further Sailing Expected on or about Will leave homeward-bound on or about

M/S. "Annam" ... 2nd August ... 7th August

M/S. "Australia" ... 4th September ... 7th September

M/S. "Java" ... 20th ... 9th October

M/S. "Asia" ... 10th October ...

M/S. "Chile" ... 10th November ...

M/S. "Africa" ... 10th December ...

M/S. "Malaya" ... 10th December ...

Subject to change without notice.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Agents.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.,

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

DAI NIPPON BREWERY CO.,

HONGKONG.



TRAVEL

Across Canada

ON YOUR WAY HOME

VIA

CANADIAN NATIONAL RAILWAYS

(SEPARATE AND DISTINCT FROM C.P.R.)

New All Steel Trains—Observation Cars built especially to permit unobstructed View of Famous Scenery. Trains equipped with Radio.

Permit us to supply you with Rates and Booklets. Bookings made on all Lines from Hongkong.

GENERAL TRAFFIC OFFICES:

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OSTASIEN-FAHRT

PASSENGER SERVICE

HONGKONG TO NAPLES

ANTWERP, ROTTERDAM AND HAMBURG

VIA

MANILA, STRAITS, COLOMBO, SUEZ, PORT SAID.

SAILINGS FROM HONGKONG:

S.S. "EMIL KIRCHOFF"	on or about the 12th Aug.
S.S. "ALBERT VOGLER"	on or about the 28th Sept.
S.S. "CARL LUGEN"	on or about the 26th Oct.
S.S. "ADOLF VON BAYER"	on or about the 15th Nov.

FARES FROM HONGKONG TO NAPLES:
FROM £71-UPWARDS

Only Cabin Class Accommodation Available.

REUTER, BROCKELMANN & CO.

AGENTS

King's Building, Phone Central No. 478.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

PANAMA MARU ... Monday, 11th Aug.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" (Calls at Penang) ... Tuesday, 8th July.

"AMUR MARU" (Calls at Penang) ... Sunday, 20th July.

BANGKOK, SAIGON via SINGAPORE.

"BUSHO MARU" ... Wednesday, 6th July.

CALCUTTA via Singapore & Rangoon.

"HAGUE MARU" ... Saturday, 26th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

MANILA MARU ... Wednesday, 13th Aug.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYBE MARU" ... Beginning of July.

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"INDO MARU" ... Tuesday, 15th July.

"MANILA MARU" ... Wednesday, 13th Aug.

KEELUNG via SWATOW & AMOY.

"KAJO MARU" ... Sunday, 13th July.

"AMAKUSA MARU" ... Sunday, 20th July.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 17th July.

TAKAO & KEELUNG.

"BUSHO MARU" ... Wednesday, 6th July.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

K. SHIMA, Manager.

Telephone Nos. 4084, 4089, 4090.

JAVA-CHINA-JAPAN

LIJN.

Tel. Address: JAVALYN

Tel. Central 1374

Yokohama Building

HONGKONG

REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUUKARANG	SHANGHAI	In port	8th July	BATAVIA
TUJODAS	JAVA	9th "	9th "	AMOT & SHANGHAI
TUJABODAS	JAVA	9th July	14th "	JAPAN
TUJABODAS	JAVA	12th "	14th "	JAPAN
TUJABODAS	JAPAN	17th "	19th July	BATAVIA
TUJABODAS	SHANGHAI	23rd "	25th "	MAKASSAR & SOERABAYA
TUJABODAS	JAVA	23rd "	29th "	SHANGHAI

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE DERBY.

A POPULAR VICTORY.

"Hotspur," the *Daily Telegraph's* turf correspondent, writing of the victory of Lord Derby's Sansovino, says: "Not for many years has there been such an easy winner of the Derby. After years of patient endeavour and many disappointments, Lord Derby, with this colt, Sansovino, has succeeded, and so the long span of 127 years since a Lord Derby won the race has at last been bridged."

Next to a victory for the King, no Derby victory could have given anything like the general pleasure. It was extraordinary popular. To be sure, there were so many participants who had money to draw. Their desire to rejoice had been frustrated for them, but it is beyond all question that no Derby triumph in recent years has given deeper satisfaction than this one of which Lord Derby and his gallant colt were the principals. Only a fraction of the vast crowd on the Downs and their vicinity have any chance of looking on the scenes that occur immediately subsequent to the winner plunging the past. It is while they were being connected in the heavy rain that the looker was made to realize that here was a triumph welcome by the multitude and gratifying to all who have some understanding of the magnificent way Lord Derby has supported racing both as a breeder and an owner on the highest and very best scale.

I have touched at the outset on the point of this Derby which impressed me most of all. It doubtless impressed many others, who were fortunate enough to be within sight and earshot of that narrow lane down which Lord Derby, gloriously happy now, had to struggle in performing the time-honoured custom of leading in his winner of the Derby. Men and women of high and low degree joined in cheering the victor, and, in addition to being intensely gratified of his countrymen must have felt very for all the years of striving in the captivating cause of the thoroughbred. All that had gone before had been so very humdrum, even commonplace, compared with some of the Derbys celebrated on fair days of June. How could it be otherwise in such awfully depressing conditions? A dull, colourless morning had given ample notice of what further infliction the weather was about to perpetrate, and before noon the dour and steady drip of rain had fairly set in. Very completely it robbed the outlook of any alluring promise. Here was a big field of horses, made up chiefly of acknowledged moderate ones, and while, in most years gone by, enthusiasm has grown as the time of starting drew near, now there was a distinct ebbing of general interest. Most people were too wet and miserable, too shelterless and too resentful against the weather's malevolence, to generate any of the enthusiasm of old. Only the victory of their favourite Sansovino really roused them and made them forget their troubles for the time being.

EMPIRE WIRELESS.

MARCONI AND SYSTEM OF THE FUTURE.

In a circular on the subject of the Empire wireless telegraph services issued by Marconi's Wireless Telegraph Company, Ltd., it is pointed out that as negotiations are continuing with the Government, and an undertaking has been given that the proceedings are to be regarded as confidential, only certain general observations can be made.

The circular adds that, whilst the company retains its opinion that the best interests of the Empire services, both technical and financial, would be secured by the company taking part in the operation of the stations in Great Britain as well as in the Dominions, they have made it clear that they will endeavour to co-operate with the Government. Whatever may be the final decision of the Government with respect to the stations in Great Britain, for communication with the Empire, the Post Office Committee recommended that licenses be granted for the conduct of Continental and foreign telegraph services. The directors believe that under the wireless system which has hitherto prevailed a remunerative business could have been derived from these services, but say that the prospects have been much improved by the work which Mr. Marconi and his staff have conducted on the new system of long-distance wireless telegraphy.

"This work," the circular continues, "has now been brought to a point at which it is possible to say with confidence that it will revolutionise the practice of long-distance wireless telegraph communications. Apart from considerably increased speed and largely enhanced capacity, both capital expenditure and cost of operation are markedly reduced. In addition, the system has the great merit of being much less liable to atmospheric disturbances."

Its advantages from a commercial point of view will, in the directors' opinion, make it the long-distance wireless telegraphic system of the future. The considerable reduction in capital cost of the station and the cheaper operation open up possibilities for services being introduced to parts of the world where under the old system costs in relation to the volume of traffic would have been prohibitive. The directors are confident that operating the Empire services and foreign services on the new system such a reduction of tariffs will be possible as will immensely increase the volume of Empire and international telegraphic communications.

"Wireless telegraph services are being more and more appreciated, and the business in wireless material is broadening with the increased part which wireless is playing in the social and commercial life of civilised peoples. In spite, therefore, of the many difficulties which the company has had to face, the directors look forward to the future with confidence."

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "ROSANDRA."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSARA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before the 2nd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 2nd July, 1924. [975]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

"GLENTERA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th July, 1924, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS on 7th July, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered, must be presented on the Special Form provided, and must also be submitted within 20 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd July, 1924. [983]

S.S. "PEI-HO."

SERVICE CONTRACTS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, HAYBE, BORDEAUX and COGNAC, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after the 11th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 18th instant, or they will not be recognised.

All damaged packages will be examined on Thursday, the 10th instant, at 10 a.m., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. E. RODENFUESS, Acting Agent.

Hongkong, 4th July, 1924. [987]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
RANGKOK via SWATOW	"CHAKSANG"	Tuesday	8th July, 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday	9th July, 10 a.m.
STRAITS & CALCUTTA	"YINGSANG"	Thursday	10th July, 3 p.m.
HAIPHONG via HOIHOW	"YUENSANG"	Saturday	12th July, 8 a.m.
MANILA	"HOSANG"	Saturday	12th July, 11 a.m.
KOBE	"LOKSANG"	Sunday	13th July, 7 a.m.
MANHAI via SWATOW	"HINSANG"	Sunday	13th July, 10 a.m.
SANDAKAN	"HINSANG"	Tuesday	15th July, 1 p.m.
TSINGTAU via SWATOW & SHANGHAI	"WAHSING"	Wednesday	16th July, 10 a.m.
TIENTSIN	"CHONGSHING"	Wednesday	16th July, Noon.
HAIPHONG via HOIHOW	"SUISANG"	Saturday	19th July, 8 a.m.
MANILA via AMOY	"NAMSANG"	Saturday	19th July, 3 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Monday	21st July, 3 p.m.
KOBE via MOJI			25th July, Noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000-ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Luban, Tawau and Lahad Patai.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Thursday, 10th July, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
"GLENBEG"	13th July	"GLENBEG"	10th July
"GLENBEG"	24th July	"GLENBEG"	10th July
"PEMBROKESHIRE"	8th Aug.	"PEMBROKESHIRE"	3rd July

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

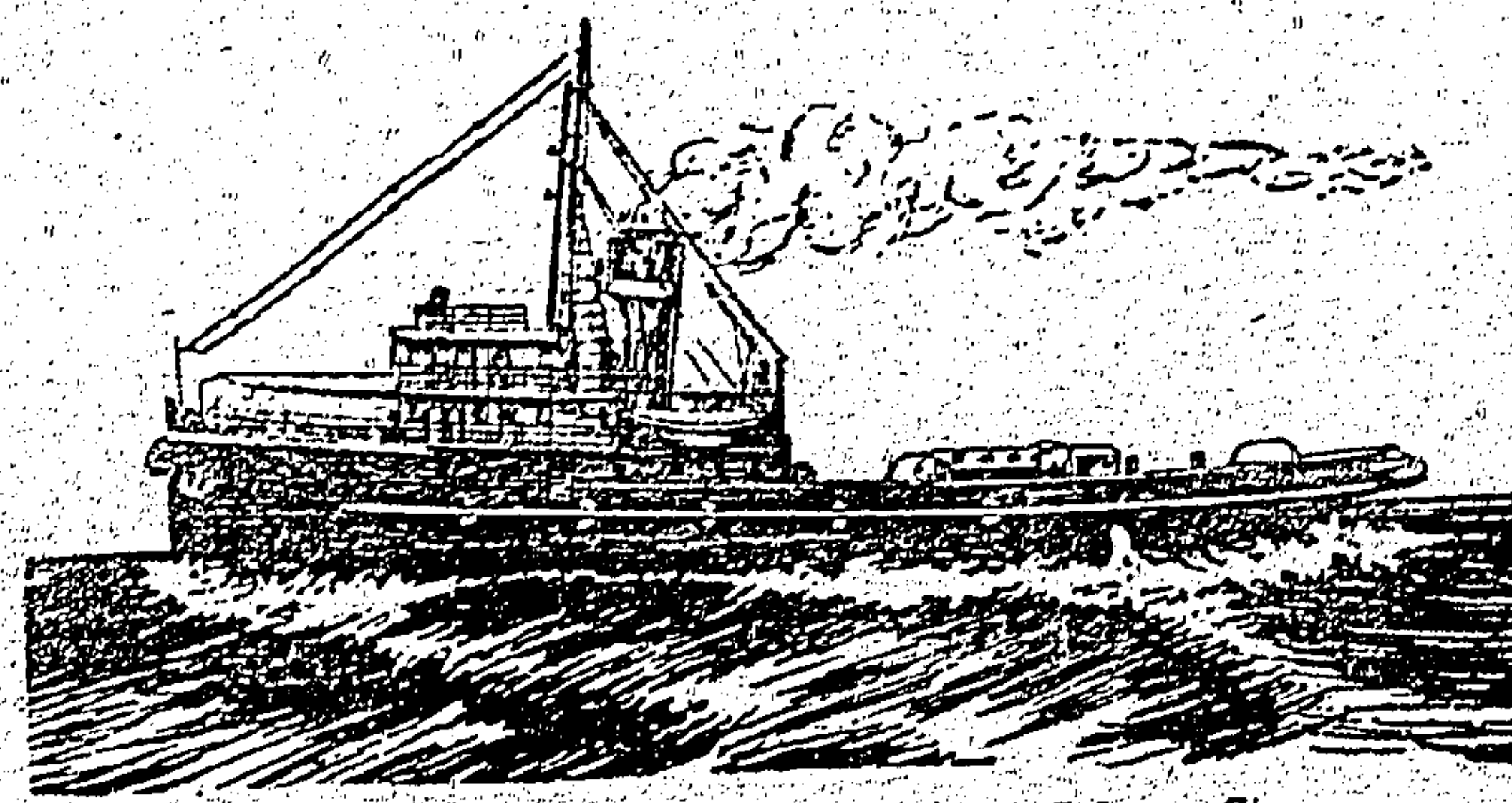
Telephones: Central No. 215 sub-ex. 23, and Central 3586.

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TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

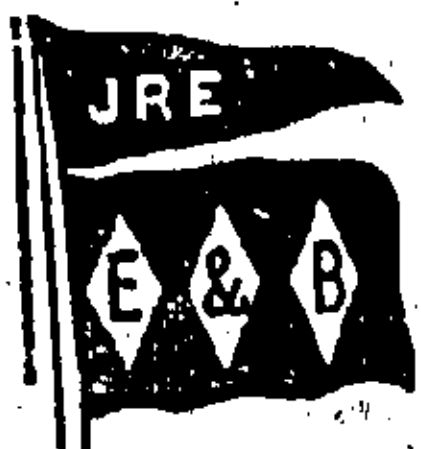
"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165 B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, sea sight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

B. M. DYER, B.Sc., M.I.N.A. HONGKONG DOCK COMPANY.

ELLERMAN &
BUCKNALL



STEAMSHIP
COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF TOKIO" 13th July Mars., L'Jon., R'dam, Hamburg & Hal
PASSENGER SERVICE.

"CITY OF LAHORE" 20th Oct. Shanghai and Japan
"CITY OF LAHORE" 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A" ... 2 3s. "B" ... 2 8s. 2nd Class "A" ... 1 8s. "B" ... 1 5s.
RETURN "A" ... 4 1s. "B" ... 4 1s. "A" ... 3 10s. "B" ... 3 5s.
Cargo Steamers, Saloon Passage £62.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

QUEEN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CYCLOPS" ... via Suez Canal ... 11th July.
S.S. "COLORADO" ... via Suez Canal ... 18th July.
S.S. "TITAN" ... via Suez Canal ... 31st July.
S.S. "CITY OF CHESTER" ... via Suez Canal ... 11th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. (17)

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hkgs. and Sailings for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
PORTHOS	—	—	30th July
AMAZONE	—	—	3rd Aug.
ANGOR	19th June	21st July	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.
PAUL YECAT	17th July	18th Aug.	14th Sept.
ANDRE LEBON	31st July	1st Sept.	28th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £ 95. 0s. 0d. B CLASS (1st Class) ... £ 83. 0s. 0d.
STEAMERS 12nd ... £ 68. 0s. 0d. STEAMERS 12nd ... £ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

" loading for HAYRE, ANTWERP

" loading for DUNKIRK about

" "YANG-TSE" from DUNKIRK, LONDON & HAYRE is due to arrive about End July.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
8, QUEEN'S BUILDING.

Telephone: Central 740.
2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAI-NING ... Capt. W. C. Passmore ... Tuesday, 8th July, at 5 p.m.
HAIHONG ... Capt. Ellis Walker ... Friday, 11th July, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" ... 18th July.
S.S. "GOTHIC PRINCE" ... 1st September.
S.S. "SOUTHWESTERN MILLER" ... 1st October.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)
St. George's Building
Telephone: Central 8165
Telegrams: Furness

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (ant)	Destination
"SOUDAN"	8,898	9th July, Noon	Spore, Penang, Colombo & B'way.
"KARMA"	9,598	12th July, Noon	Mars., L'Jon., R'dam, Hamburg & Hal.
"MALWA"	10,511	23rd July	do.
"MIRZAPUR"	8,715	29th July	Spore, Penang, Colombo & B'way.
"DEVANHA"	8,092	5th Aug.	Mars., London & Antwerp.
"SICILIA"	8,813	22nd Aug.	Spore, Penang, Colombo & B'way.
"MANTUA"	10,902	23rd Aug.	Mars., L'Jon., R'dam, Hamburg & Hal.
"NAUOYA"	8,884	30th Aug.	do.
"SARDINIA"	9,118	6th Sept.	Spore, Penang, Colombo & B'way.
"KALYAN"	11,430	20th Sept.	Mars., L'Jon., R'dam, Hamburg & Hal.
"KASAB-LHIND"	8,898	2nd Oct.	Spore, Penang, Colombo & B'way.
"SOUDAN"	8,898	4th Oct.	Mars., London & Antwerp.
"KASHMIR"	10,511	18th Oct.	do.
"MALWA"	9,598	1st Nov.	do.
"KARMA"	10,941	15th Nov.	do.
"MANTUA"	9,038	29th Nov.	do.
"KALYAN"	10,902	13th Dec.	do.
"KASHMIR"	9,037	27th Dec.	do.
"MALWA"	11,089	10th Jan., 1925	do.

BRITISH INDIA-APCAR SAILINGS

"JAPAN"	6,032	9th July 1 p.m.	Singapore only
"TANDA"	6,356	28th July	Singapore, Penang & Calcutta
"TAKADA"	6,949	18th Aug.	do.
"TALMA"	10,000	29th Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th July	Madras, Sandakan, Thursday Island, Coomera, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	27th Aug.	do.
"ARAFURA"	6,000	1st Oct.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TANDA"	6,356	9th July, D.L.	Amoy, Moji & Kobe.
"DEVANHA"	8,092	11th July, D.L.	Shanghai, Moji & Kobe.
"MIRZAPUR"	8,715	15th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	22nd July	Shanghai, Moji & Kobe.
"SICILIA"	8,813	28th July	Shanghai, Moji & Kobe.
"TAKADA"	6,949	28th July	Shanghai, Moji & Kobe.
"NAUOYA"	8,884	1st Aug.	Shanghai, Moji & Kobe.
"SARDINIA"	9,118	2nd Aug.	Shanghai, Moji & Kobe.
"KALYAN"	11,430	8th Aug.	Shanghai, Moji & Kobe.
"TALMA"	10,000	9th Aug.	Shanghai, Moji & Kobe.
"KASAB-LHIND"	8,898	22nd Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	9,037	5th Sept.	Shanghai, Moji & Kobe.
"SOUDAN"	8,898	6th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHMIR"	8,840	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Shanghai, Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMA"	9,038	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"MANTUA"	9,037	29th Nov.	Shanghai, Moji & Kobe.
"KALYAN"	8,000	6th Dec.	Shanghai, Moji & Kobe.
"KASHMIR"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"MALWA"	9,037	27th Dec.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	10th Jan., 1925	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

U.S.S. "WEST HUNTER" ... Due Hongkong 18th July
Leave Hongkong 20th July
U.S.S. "WEST CAJON" ... Due Hongkong 29th July
Leave Hongkong 31st July

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SAN FRANCISCO ONLY (BY DIRECT ROUTE)

U.S.S. "WEST ISLIP" ... Due Hongkong 1st Port.
Leave Hongkong 7th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, ILOILO, CEBU, ZAMBOANGA AND TABACCO.
U.S.S. "WEST SEQUANA" ... Due Hongkong 23rd July
Leave Hongkong 24th July

TO MANILA, ZAMBOANGA AND CEBU.
U.S.S. "WEST JESTER" ... Due Hongkong 14th July
Leave Hongkong 17th July

For Full Information, APPLY TO
STRUTHERS AND BARRY,
1st Floor, Queen's Building
Phone No. Central 3008.

L. EVERETT, General Agent for
JAPAN-CHINA-PHILIPPINES,
INDO-CHINA-STRAITS & JAVA.
G. P. BRADFORD, Res. Agent.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HONGKONG, PAKHOI & HAIPHONG	"TAMING"	On 8th July, 10 a.m.
AMOY & SHANGHAI	"SINKING"	On 8th July, Noon.
SWATOW & BANGKOK	"KAYING"	On 8th July, 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 8th July, 4 p.m.
HONGKONG & SINGAPORE	"CHINHUA"	On 10th July, 2 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 10th July, 4 p.m.
SHANGHAI & TIENTSIN	"LUCHOW"	On 13th July, 2 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 13th July, 4 p.m.
AMOY & SHANGHAI	"YINGCHOW"	On 16th July, 2 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 16th July, 4 p.m.
SWATOW & SINGAPORE	"KINGYAN"	On 18th July, 2 p.m.
SWATOW & SHANGHAI	"SEANTUNG"	On 18th July, 4 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 20th July, 2 p.m.
SWATOW & BANGKOK	"TEAN"	On 22nd July, 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 23rd July, 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Agents.
Telephone Central 35.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"TAIYUAN"	8th July	11th July, 4 p.m.
"CHANGSHA"	28th July	2nd August

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—
BUTTERFIELD & SWIRE,
Agents.
Telephone No. Central 35.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails about 12th Aug.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "BRENTA"	... Sails about 20th July
S.S. "VENEZIA"	... Sails about 2nd August
S.S. "LACONIA"	... Sails about 16th August

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "NIPPON"	... Sails about 8th July
S.S. "GERANIA"	... Sails about 8th August
S.S. "ROSANDRA"	... Sails about 8th August
S.S. "BRENTA"	... Sails about 5th September
S.S. "VENEZIA"	... Sails about 8th September

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 31st August.

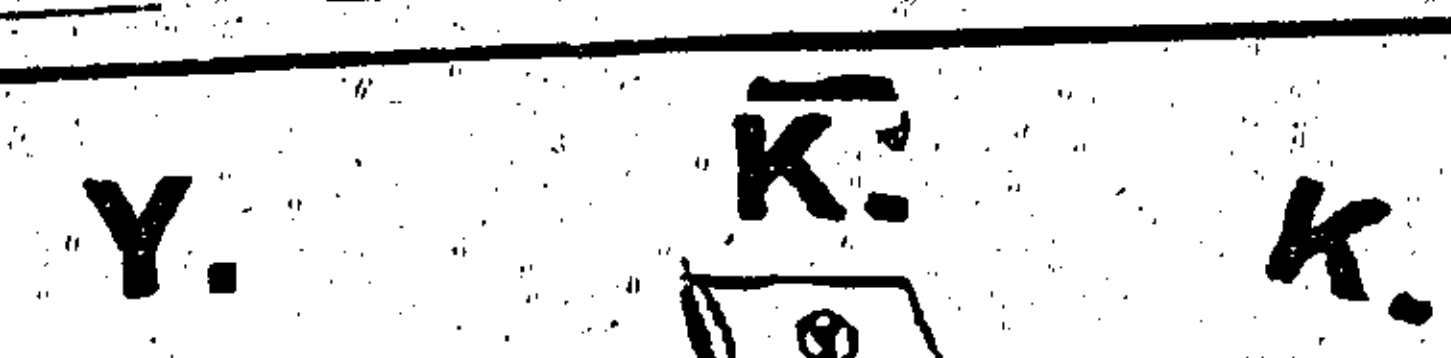
Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG

HAIPHONG via Hoihow & Pakhoi

For CANTON ... Sails about 8th July

For HAIPHONG via Hoihow & Pakhoi ... Sails about 11th July

For KEELUNG via Swatow & Amoy ... Sails about 10th July

For further particulars, please apply to—

Branch Office
No. 27, Bonham Street West
Tel. Central No. 155.

Top Floor King's Building
Tel. Central No. 140 & 4457.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
Aden...	Victoria Maru	8th July
SEANGHAI ...	Soudan	8th July
SEANGHAI ...	Indra	8th July
EUROPE via Suez (Letters & papers London 12th June & Parcel 5th June)	Derantha	10th July
SEANGHAI ...	Hongkong	11th July
MANILA ...	Pres. Madison	12th July
MANILA ...	Emp. of Canada	14th July
JAPAN ...	Yoshino Maru	15th July
SEANGHAI ...	Fushimi Maru	15th July
SEANGHAI ...	Alamo Maru	15th July
U.S.A., CANADA, JAPAN AND SEANGHAI	Pres. McKinley	16th July
AUSTRALIA & MANILA	Aki Maru	16th July
SEANGHAI ...	Sombrucken	20th July
U.S.A., HONOLULU, JAPAN AND SEANGHAI	Pres. Adams	21st July
SEANGHAI ...	Hakozaki Maru	28th July
JAPAN AND SEANGHAI	Hakozaki Maru	29th July

OUTWARD MAILS.

For	Per	Date
Holbow, Pakhoi and Haiphong	Tuning	Tuesday, 8th, 8.30 A.M.
Japan, Canada, U.S.A., Central & South America and U.S.A. Victoria, H.C. - due Victoria, B.C. 31st July.	Philactes	Registration Letters 9.45 A.M. 10.30 A.M.
Holbow	Sultan	9.30 A.M.
Amoy	Sikiana	10.00 A.M.
Java via Batavia	Tikara	10.00 A.M.
SEANGHAI, and Europe via Siberia (Correspondence specially superimposed "Via Siberia" only.)	Telegraph	10.30 A.M.
*Swatow, Amoy and Fuchow	Kayong	1.00 P.M.
Swatow, Amoy and Fuchow	Fongling	3.30 P.M.
Swatow, Amoy and Fuchow	Amoy	4.00 P.M.
Amoy and Japan	Phenias	5.00 P.M.
Amoy and Japan	Tunda	5.00 P.M.
Swatow	Kwongkong	Wednesday, 9th, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Soudan	10.30 A.M.
Straits	Japan	11.30 A.M.
Wei Hai Wei	Blue Sea	2.30 P.M.
Amoy	Thibet	2.30 P.M.
SeanghAI	Blue Sea	2.30 P.M.
Pakhoi and Haiphong	Chinook	5.00 P.M.
Holbow	Chinook	Thursday, 10th, 12.30 P.M.
Straits and Calcutta	Lai	1.00 P.M.
Manila	Emp. of Canada	3.20 P.M.
SEANGHAI and Japan	Derantha	5.00 P.M.
Manila, Sandakan, Australia & New Zealand via Thursday, 11th - due Thursday Island, about 24th July.	Taiyuan	Registration Letters 1.45 P.M. 2.30 P.M.
Swatow, Amoy and Fuchow	Hailana	2.00 P.M.
Manila	Cyclops	2.00 P.M.
Holbow and Haiphong	Amoy	5.00 P.M.
Japan	Hosang	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles - due Marseilles, 10th Aug.	Kaimala	Parcels, 11th, 5.00 P.M. Saturday, 12th, 8.45 A.M. 10.20 A.M.
Manila	Yuanwang	10.00 A.M.
SEANGHAI, Japan, *Honolulu, *San Francisco - due San Francisco, Aug 7th	Siberia Maru	11.00 A.M.
SEANGHAI	Luchow	2.30 P.M.
Manila	Tyndare	5.00 P.M.
Swatow, Amoy and Fuchow	Kaijo Maru	Sunday, 13th, 9.00 A.M. 1.00 P.M.
SEANGHAI, Japan, Canada, U.S.A., Central and South America and *EUROPE via VICTORIA - due Victoria, H.C. 2nd Aug.	Pres. Madison	Parcels, 13th, 8.00 A.M. 8.30 A.M.
Sandakan	Hosang	Tuesday, 15th, Noon
Manila Australia & New Zealand via Thursday Island - due Thursday Island, 27th July	Yoshino Maru	Registration Letters 8.15 A.M. 9.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via Marseilles - due Marseilles, 17th Aug.	Fushimi Maru	Registration Letters 8.45 A.M. 9.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

PHEMIUS	9th JULY	London, Rotterdam & Hamburg
ANCHISES	14th JULY	Marseilles, London & Rotterdam
RHEXENOR	28th JULY	Mars., L'don, Hull, R'dam & Hamburg
TERRESIAS	11th AUG.	Mars., London, Rotterdam & Hamburg

LIVERPOOL SERVICE

TYNDAREUS	13th JULY	Genoa, Marseilles, Liverpool & Glasgow
POLYPHEMUS	25th JULY	Genoa, Havre & Liverpool
IXION	18th AUG.	Genoa, Marseilles, Liverpool & Glasgow

PACIFIC SERVICE

PHILOCTETES	8th JULY	Victoria, Seattle & Vancouver
TALTYBIUS	2nd AUG.	Victoria, Seattle & Vancouver

NEW YORK SERVICE

CYCLOPS	11th JULY	Boston, N. York & Baltimore (via Suez)
TITAN	31st JULY	Boston & New York (via Suez)
BELLEROPHON	21st AUG.	Boston & New York (via Suez)

PASSENGER SERVICE

TEIRESIAS	11th JULY	Shanghai
ANCHISES	14th JULY	Singapore, Marseilles & London
TEIRESIAS	11th AUG.	Singapore, Marseilles & London
SARPEDON	8th SEPT.	Singapore, Marseilles & London
PATROCLUS	21st OCT.	Singapore, Marseilles & London
MENTOR	17th NOV.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO BUTTERFIELD & SWIRE AGENTS.

COMMERCIAL.

OPENING QUOTATIONS.

July 7th, 1924.

ON LONDON—	
Telegraphic Transfer	2/4 1/2
Bank Bills, on demand	2/4 1/2
Bank Bills, at 30 days' sight	2/4 1/2
Bank Bills, at 4 months' sight	2/4 1/2
Credits, at 4 months' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/4 1/2
ON PARIS—	
Bank Bills, on demand	1/25
Credits, 4 months' sight	1/25
ON NEW YORK—	
Bank Bills, on demand	51 1/2
Credits, at 30 days' sight	53 1/2
ON BOMBAY—	
Telegraphic Transfer	168 1/2
Bank Bills, on demand	168 1/2
ON CALCUTTA—	
Telegraphic Transfer	168 1/2
Bank Bills, on demand	168 1/2
ON SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days' sight	183 1/2
ON YOKOHAMA—On demand	104
ON MANILA—On demand	104
ON SINGAPORE—On demand	104
ON BATAVIA—On demand	104
ON HAIPHONG—On demand	nom.
ON SAIGON—On demand	nom.
ON BANGKOK—On demand	77 1/2
SOVEREIGN, Bank's Buying rate	8.17
Gold Leaf, 100 fine, per tael	49.30
Bar Silver, per oz	34 1/2

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds	
Sterling	\$4,500,000
Silver	\$2,500,000
Reserve Liability of Proprietors	\$20,000,000

Court of Directors:

W. L. PATTENSON, Esq., Chairman	
H. P. WHITE, Esq., Deputy Chairman	
B. D. F. BATH, Esq.	J. A. THUMMER, Esq.
A. H. CLYDE, Esq.	J. P. WARREN, Esq.
Hon. Mr. P. H. HOLYOAK	N. L. WATSON, Esq.
A. O. LEAG, Esq.	G. M. YOUNG, Esq.

Chief Manager:

A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.

Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY. FIXED DEPOSITS received for one year or shorter periods in Local Currency and Settlement on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application. Interest on Deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. H. BARLOW, Acting Chief Manager.

Hongkong, 5th May, 1924. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 8th, 1924. [31]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GENCO.)

Incorporated by Special Imperial Charter, 1896.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 45,000,000
Reserve Fund	Yen 12,000,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.	
FORMOSA—Keelung, Kagi, Kavenko, Keelung, Makung, Nanto, Pusan, Shindong, Tachai, Tainan, Takow, Tamsui, Toiyen, Aiko.	
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fuchow, Swatow, Canton.	
OTHERS—Hongkong, Bangkok, Singapore, Seaboard, Samarang, Batavia, Bombay, London, New York.	

LONDON BANKERS:

LONDON COUNTRY WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

Z. YAMAMOTO, Manager.

Hongkong Branch, 4 Des Voeux Road, Hongkong, 23th June, 1924.

THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,300,000
Paid-up Capital	£1,300,000
Reserve Fund	£1,300,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Kanton, London, Lyons, Manila, Peking, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.	
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HONGKONG BRANCH:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Manager.

7, Queen's Road Central, Hongkong, February 11th, 1924. [30]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 84 Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 72,000,000.00
Paid-up Capital	Fr. 68,000,000.00
Reserve Fund	Fr. 50,867,263.54

BRANCHES:

Bangkok, Canton, Hongkong, Kanton, Lyons, Manila, Peking, Shanghai, Singapore, Siam, Soerabaya, Tientsin, Yokohama.	
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BANKERS:

In FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

In NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 20th March, 1924. [32]

ART.



as applied to Cigarette manufacture is evident in the

GOLDEN SPECIALS CIGARETTES.

All that is best goes into this brand.—It is in the broadest sense, an artistic production.



MADE IN ENGLAND.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorized Capital	\$10,000,000.00
Paid-up Capital	\$5,000,000.00
Reserve Fund	\$5,000,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent.	
For 6 months	4
For 12 months	5

K. TONG PO, Chief Manager.

Hongkong, March 15th, 1924. [34]

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T. H. MAI, Manager.

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Interest allowed on Current Accounts, Deposits received for Fixed Periods at Rates to be obtained on application.

T. KUBOTA, Manager.

Hongkong, 17th Sept., 1923. [33]

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TSUYEE PEI, Manager.

Hongkong, September 8th, 1921. [35]

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